



Climate Emergency Declaration

One-Year Progress Report (Resolution No. 37494)

July 29, 2021



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**PLANNING &
SUSTAINABILITY**

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Executive Summary

In June 2020, Portland City Council recognized the accelerating climate emergency and acknowledged that it affects our community inequitably. Black and Indigenous people, people of color, immigrants, refugees, children and youth, women, people living with disabilities, the elderly, people experiencing homelessness, and low-income people are often the communities least responsible for contributing to climate change — yet are disproportionately affected by its impacts. These communities will continue to bear a disproportionate burden unless government policies, investments, and solutions center their voices and priorities.

Many of these same communities were disproportionately impacted by economic hardship and lack of social safety nets as the world succumbed to a deadly virus and racial justice movements erupted. The past year and a half will go down as one of the most challenging epochs in modern history, but through the protests, deadly wildfires -- and the loss of friend, colleague and community activist in Tony Lamb -- members of these same communities came together with staff to build new climate justice initiatives.

With them, we advanced our climate justice commitment in various ways, including two flagship efforts: the Climate Justice Initiative and Build/Shift. These are new models of collaborative and community governance for climate action that the City is standing behind, supporting, and learning from.

The City made some notable progress implementing the Climate Emergency Declaration (CED) over the last year, namely:

- Launching the Climate Justice by Design community process.
- Adopting an internal cost of carbon for City operations.
- Supporting a youth-led summit on climate justice.
- Improving transit accessibility and affordability.

And we are still advancing:

- Net-zero-carbon buildings policy.
- EV-ready homes and buildings.
- Analysis of decarbonization pathways.
- 100% clean, renewable electricity.
- Anti-displacement actions.

The Climate Emergency Declaration makes clear that more resources are necessary for the City to fully implement this work. It also recognizes that communities must be funded directly for their time and participation in developing climate solutions. In partnership with the City, frontline organizations

working on climate justice secured \$450,000 in grant funding to advance this work. BPS also invested its non-personnel climate budget toward supporting additional community engagement, developing analytical tools, and funding research in leading-edge transportation decarbonization actions.

The next several years are critical if we are to meet Portland’s climate goals. The City must make some big moves, including eliminating carbon from existing buildings, updating the renewable fuels standard, supporting electrification in the transportation sector, and exploring policies to reduce embodied carbon in new buildings. **These are some of the biggest and highest impact moves cities can make to contribute to carbon reduction.**

For decades Portland has been a leader in climate action, but now most leading cities are well out in front of where we are. As the window of opportunity to mitigate climate change starts to close, we can renew our leadership by focusing on the most effective actions to benefit the communities most harmed by a warming climate.

The Climate Emergency

In June 2020, Portland City Council recognized that climate change is *now*, and it is an emergency.

“Now, therefore be it resolved, that the Portland City Council declares that a human-made climate emergency threatens our city, our region, our state, our nation, humanity, and the natural world, and that such an emergency calls for an immediate mobilization effort initiating greater action, resources, and collaboration that prioritizes frontline communities to restore a safe climate.”

The evidence surrounds us. “Earth is hotter today than it’s been in at least 1,000 years.”¹ Wildfires, droughts, and floods are all increasing in frequency and severity. In Oregon, “the impact of climate change could not be more evident than the tragedies experienced in 2020, from the extreme runoff event that caused damage to and closed I-84 and flooded homes in the Pendleton area in the winter, to the extensive drought declarations and the devastating fires experienced in the fall,”² which subjected Portlanders and Oregonians to the worst air quality on the planet for multiple days in a row.³

These impacts are not experienced equitably

People of color, immigrants, refugees, children and youth, women, people living with disabilities, the elderly, people experiencing homelessness, and low-income people are most at risk from the impacts of climate change. They are least likely to have air-conditioning, air-purification systems, or well-insulated homes to keep out the heat, smoke, and other toxics and cool the air. They work outside in high temperatures, in agriculture, construction, and day labor. They are Indigenous people relying on healthy ecosystems for subsistence, losing their livelihoods and lifeways by the day.

¹ Julia Rosen, [“The science of climate change explained: Facts, Evidence and Proof.”](#) New York Times. Published April 19, 2021. Updated May 12, 2021.

² [Oregon Global Warming Commission 2020 Biennial Report to the Oregon Legislature](#),

³ <https://www.oregonlive.com/news/2020/09/portland-now-has-the-worst-air-quality-in-the-world-due-to-oregon-and-washington-wildfires.html>

These communities will continue to bear a disproportionate burden unless government policies, investments, and solutions center their voices and priorities.

Nearly 40 percent of Black, Indigenous and people of color in Portland live within 1.2 miles of the City's biggest sources of air pollution, such as freeways and industrial facilities. This exposure increases vulnerability to chronic health conditions, like respiratory diseases, cardiovascular damage, elevated cancer risk, birth defects, asthma, and nerve damage. And these underlying health problems – especially respiratory and cardiac conditions – are high risk factors for diseases like Covid-19, from which Black people have died at twice the rate of white people.

The Climate Emergency Declaration presents a climate justice framework that highlights these intersections and acknowledges the historical harms perpetrated against BIPOC communities.

The Climate Emergency Declaration establishes new directions for the City and its many partners to repair that harm and transition equitably and justly to a clean energy economy.

Commitments in the Climate Emergency Declaration

The Climate Emergency Declaration contains many ideas, aspirations, directions, and goals. The CED:

- **Seeks to support and advance climate justice and establishes a new, ongoing climate justice initiative** that will provide a framework for government and community to partner to identify and implement strategies that advance a shared vision for climate justice and action.
- **Pursues partnerships with youth-serving organizations** to support a youth-led summit on climate in 2020.
- **Amends the City's emission reduction targets** to at least 50% reduction in carbon emissions by 2030 and net-zero carbon emissions before 2050.
- **Expands community ownership of renewables and drives down emissions** from commercial and multi-family residential buildings.
- **Requires transportation justice**, where projects and policies reduce carbon emissions while advancing racial equity.

- **Commits the City to work with Metro and TriMet** to fund a year-round transit pass for all Portland youth.
- **Commits the City to adopt new policies that reduce carbon from buildings and the transportation sector**, including becoming an EV-ready city that prioritizes action, benefits and protections for renters and low-income residents.
- **Commits the City to adopt new policies that prevent further expansion of fossil fuel infrastructure** and speed up the transition to clean, renewable fuel options.
- **Commits the City to update protections and enhance tree canopy**, especially in East Portland, to address public health risks and urban heat islands.
- **Directs the City to require “demand management”** and close collaboration with BIPOC communities before any future freeway construction or expansion.
- **States the City Council's expectation that PGE and PacifiCorp deliver 100% clean, renewable electricity** to all Portland residents and businesses no later than 2030, and calls on NW Natural to fully decarbonize its gas pipeline no later than 2050.

The resolution directed the Bureau of Planning and Sustainability (BPS) to update City Council regularly on progress to implement these directives to increase transparency and accountability. This is the first progress report after passage of the Climate Emergency Declaration in June 2020. The report:

- 1) Highlights accomplishments and progress during the past difficult year.
- 2) Identifies sources and uses of funds related to climate investments and climate programing.
- 3) Previews the big climate moves the City must make over the next three to five years in order to meet our climate goals.
- 4) Provides more granular information on each sub-resolution in Appendix I, including the lead bureau, partner bureaus, and staff, as well as where there are staff vacancies or unresourced work.

Climate work intersects with projects and programs across the bureaus, including PBOT, PBEM, OMF, Parks, BES, and Water. There are intersections with multiple BPS programs and projects, such as the Anti-Displacement Action Plan, EV-ready codes, Portland Clean Energy Fund, Commercial Building Energy Reporting, Lower SE Rising Area Plan, Thriving Cities Initiative, Smart Cities PDX, Renewable Fuel Standards, West Portland Town Center, and Resourceful PDX, all of which seek to mitigate climate change and center community.

With some political will and funding Portland could be in a strong position to move the needle even more on the Climate Emergency Declaration and, thus, climate justice, in the years ahead. **There's no time to waste.**

Progress in 2020-21: Not a normal year, but we persevered

Despite the pandemic, the City made some notable progress toward implementing the CED during the first year. During quarantine, we:

Launched the Climate Justice Initiative. The City of Portland and Multnomah County are working closely with the Coalition of Communities of Color, APANO, Portland NAACP, Unite Oregon, Verde, consultants, and philanthropic foundations to form and launch the Climate Justice Initiative. Together, we are creating a “third space” to co-create intersectional and innovative climate justice solutions that center the experiences and voices of frontline communities, which can be led by government, community or both. See page 10. (Resolutions #2, 3, 4 in Appendix I).

Engaged youth on climate. On Dec. 12, 2020, more than 150 youth convened virtually for a day-long summit focused on climate justice. With City of Portland support, the event was organized and led by BIPOC youth with the mission to “inform and empower PDX youth to engage in creating transformative futures centering climate justice and radical wellness.” The event featured seven workshops on multiple topics related to climate justice. (Resolution #7 in Appendix I).

Adopted an internal cost-of-carbon/climate test. City Council adopted an internal cost of carbon in December 2020 (Resolution No. 37526) to ensure major City decisions formally consider the social and environmental costs of carbon emissions in evaluation processes. BPS will focus the coming year on implementation. (Resolution #8 in Appendix I).

Advanced policy in the buildings sector. The groundbreaking effort to equitably decarbonize the building sector that began with the Zero Cities Project has evolved into Build/Shift: Building Community/Shifting Power, a BIPOC-led community team that is continuing the work and focusing on rental housing. See page 11. (Resolutions #15, 16 in Appendix I).

Advanced EV-ready homes and buildings. BPS facilitated a series of stakeholder consultations, prioritizing input from community organizations representing low-income and Black, Brown, and Indigenous communities, to identify how to increase EV charging access to renters. Because of state challenges, the City advocated for recently adopted HR 2180 EV-ready building codes legislation for new construction in multi-dwelling, mixed-use and commercial zones that will allow Portland to exceed state requirements. BPS staff is working with stakeholders to draft EV-ready code concepts that we will request Council approval for in 2022. BPS will work with the Bureau of Development Services (BDS) to align the zoning code with building codes. Future work includes EV-ready requirements for single-family new construction and existing buildings sector as well as updating the zoning code to address mobility hub locations. (Resolution #25 in Appendix I).

Conducted decarbonization analysis, including a pathways model. The City is developing a decarbonization pathways tool that will help inform and prioritize the necessary actions we must undertake to achieve our carbon reduction goals. This tool will be completed in FY21-22 and made publicly available. (Resolution #29 in Appendix I).

Advanced 100% clean, renewable electricity. BPS successfully advocated for the City's 2021 state legislative agenda to include community priorities around energy affordability and 100% clean electricity. HB 2475, which passed in May 2021, establishes rate protections for low-income ratepayers. The Legislature also passed HB 2021, 100% Clean Energy for All, establishing interim clean energy targets and a zero-emissions target by 2040 for PGE and Pacific Power, which will help Portland reach its 100% clean electricity goals by 2030. (Resolution #31, 32 in Appendix I).

Made transit more accessible, equitable, and affordable. The City collaborated with community stakeholders and regional partners on the development of transit projects and youth transit funding as part of the regional transportation funding measure in November 2020, which did not pass. The City advocated for federal transit funding to preserve transit operations during the pandemic, which resulted in significant funding for TriMet to maintain service levels. PBOT constructed 16 Rose Lane projects, including more than four miles of bus priority lanes, to improve transit speed and reliability through the worst system bottlenecks and expand access for 75,000 daily riders using those lines (pre-pandemic numbers). This improved efficiency helps stretch existing service hours and potentially position these lines for additional service levels in the future due to increased ridership (Resolution # 22, 23 in Appendix I).

Progress on Climate Justice

The Climate Emergency Declaration recognizes that climate action and racial justice are intertwined and inseparable and ensures the City prioritizes climate justice and community benefits. In the past year, we advanced this commitment in two ways: the Climate Justice Initiative and Build/Shift.

Climate Justice Initiative

The City of Portland and Multnomah County are working closely with the Coalition of Communities of Color, APANO, Portland NAACP, Unite Oregon, Verde, consultants, and philanthropic foundations to form the Climate Justice Initiative. Together, we are creating a "third space" to co-create intersectional and innovative climate justice solutions that center the experiences and voices of frontline communities.

The Initiative is currently in Phase I. Earlier this year, community partners and design consultants led two workshops for frontline communities and a workshop for frontline youth to explore using a human-

centered design process to co-create a vision for climate justice in Portland. The City is working with these community partners to plan for expanding “the table” to include more community partners and other government entities.

Phase II starts this fall when community and government participants will use the design process to identify and prioritize key climate justice approaches that can be led by government, community and/or jointly.

Build/Shift: Building Community/Shifting Power

The City is also supporting this BIPOC-led community team to build capacity to engage in policy and decision-making around the built environment. These participants bring their lived experience as tenants, energy bill payers with higher energy cost burden, and people of color who have been displaced because of gentrification to the task of developing net zero carbon buildings policy. Who benefits and who is burdened are central questions that are guiding policy development.

During 2020-21, Build/Shift convened several community workshops on topics of importance to community members, including housing, public health, community safety, and energy cost burden. Build/Shift has prioritized improving rental housing and making it more efficient. BPS and Build/Shift will collaborate on regulations for existing buildings that make progress toward a zero-carbon building sector, while advancing racial equity. Key policy recommendations will be further informed through broader stakeholder engagement to develop an ordinance for Council consideration in FY 21-22.

Climate Investments and Expenditures

The Climate Emergency Declaration calls for a mobilization of resources and community members and community-based organizations to be resourced and compensated for their time, wisdom, and expertise (resolutions #2, 4, 15, 16). Together, Build/Shift and the Climate Justice Initiative secured approximately \$450,000 in grant funds from the philanthropic community, the City and the County to support climate justice and decarbonization work.

Technical assistance and in-kind support were made available through the American Cities Climate Challenge (in-kind value to PBOT and BPS estimated at \$2.5 million over two and a half years), City bureau matching funds, and FTE support from many bureaus, including BPS, PBOT, OMF, Parks, BES, Water, and PBEM.

Accelerated Climate Action

As BPS and PBOT described during the FY21-22 budget process at Council, the City does not have the resources required to fully implement the Climate Emergency Declaration — even as the declaration calls for the City to generate additional resources to meet the needs and scale of the challenge. To fully implement carbon reduction measures for buildings, electrify the transportation sector and increase community resilience will require a higher prioritization and dedication of resources to accelerate climate actions.

In FY20-21, City Council allocated \$100,000 in one-time funding to BPS for accelerated climate action. These funds were invested in three primary ways:

- 1) Decarbonization analytics (\$30,000/30%),** including energy signature analysis for low-performing buildings and decarbonization pathways and carbon pricing analyses.
- 2) Community engagement with CBOs on transportation and industrial decarbonization (\$40,000/40%)** for the Healthy Climate/Clean Air Protection proposal and Renewable Fuel Standard update and EV-ready code project.
- 3) Research into policy options for equitably reducing greenhouse gases from transportation (\$30,000/30%),** to advance racial equity while decarbonizing the transportation system.

These investments will help us identify the most equitable, high-impact climate justice policies and actions to put in place in the next three to five years.

Next Moves for Accelerated Climate Action

The next three to five years are critical for getting on track to meet our climate goals for a healthier more equitable community. Climate change can't be solved by City government alone, but there are actions we can take — that others can't — that will "move the needle" on carbon significantly in the following areas:

Eliminate carbon from existing buildings. Buildings that we live, work, and play in today emit the lion's share of carbon emissions from the built environment. So, we can't reach carbon neutrality without eliminating carbon from existing homes and buildings. Following the lead of Build/Shift, establish building regulations for existing buildings, including City facilities.

Focus on embodied carbon and green building. We also can't get to net zero carbon goals without addressing new construction of buildings. Address embodied carbon in new buildings and materials usage and update the City's green building policy so we continue to lead by example.

Reduce drive-alone trips. Equitably expand affordable, reliable, and efficient access to places and services so more people can meet their daily needs — while reducing driving and fuel emissions. Adopt pricing and other strategies, like financial incentives and infrastructure activation, to "send the right signals." Develop and refine programs to address barriers to transportation access that BIPOC, people with low incomes, and people with disabilities face on daily basis.

Invest in complete, connected, and inclusive communities. Invest revenues in capital projects and programs like the Neighborhood Greenways and Rose Lanes networks to make biking, walking, rolling, and using transit safe and reliable for more Portlanders, especially for those experiencing current and historic disparities in access to these transportation choices.

Electrify and decarbonize transportation. Reduce emissions from driving by increasing the number of publicly accessible electric vehicle charging stations. Require developers to include EV-ready infrastructure in new construction. Identify EV charging needs to address market gaps, particularly in higher density areas with multi-family development without private parking. Develop permitting pathways and seek implementation partnerships to build out these networks. Electrify and expand access to shared electric-mobility options (e-bikes, e-scooters, car share and ride hail.) Develop and implement clean freight strategies to reduce emissions from trucks moving and delivering goods through the city.

Replace dirty fuel with clean. In January 2020, City Council directed BPS to update the Renewable Fuels Standard to accelerate the shift away from fossil fuels and confirm the ban on new fossil fuel

infrastructure development. BPS will begin stakeholder engagement and policy development in the second half of 2021 and bring policy recommendations to Council in late FY 21-22.

Decarbonize the grid. Bring 100% clean and renewable electricity to the majority of residential and small commercial ratepayers in Portland. Next steps are to engage with our community partners and the utilities in collaboration with Multnomah County to design an equity-centered, collaborative process for implementing a community-wide green tariff product and program.

Clean industry leadership. Reduce carbon emissions from Portland’s industrial and institutional emitters, the largest point sources of emissions in the city. Position Portland to be a national leader in clean industrial practices and decarbonization. Portland has the opportunity to innovate, lead, and strengthen the competitiveness of Portland businesses in a carbon-constrained economy. Next steps include a Fall budget funding request to study the creation of a clean industry incubator. City Council will consider a climate and clean air fund to support industrial and institutional decarbonization, protect communities from harmful pollution, and advance climate actions.

Each of these big moves requires multi-year collaboration and engagement, technical work, political will, and increased staff capacity to implement the policies once they are passed, so carbon reductions are *actually* achieved. BPS and PBOT, the two bureaus responsible for stewarding climate solutions and decarbonizing Portland's built environment, are facing funding challenges and resourcing issues.

Conclusion

Since 2015, the City of Portland and its many partners have taken hundreds of actions to mitigate and prepare for the impacts of climate change. We should be proud of our accomplishments, but we also must realize that most of easier actions have been taken. If we are going to decarbonize our economy, the next actions will be harder, and will require political courage, authentic community engagement, and strong coalition building.

The analysis we’ve done so far shows that we must decarbonize every sector of the economy between now and 2050. We will focus on the largest source of emissions – buildings and transportation – but reducing emissions in those sectors alone will not ensure we meet our carbon reduction goals. The actions we undertake in the next several years will determine whether or not we will meet the 2030 interim target to cut our emissions in half, and ultimately, whether or not we can achieve the emissions reductions necessary to stave off the worst impacts of climate change. We know we must be flexible,

iterative, and adaptive, and it will require collaboration with partners across the community, and within the public and private sectors.

A just transition away from fossil fuels and a carbon-based economy means that economic opportunity for Black, Indigenous and people of color is prioritized as policies are developed, as investments are made by organizations like Prosper Portland and the Portland Clean Energy Fund (PCEF), and as resources are allocated by City Council and the bureaus. The City has an important role to play in economic and workforce development, in partnership with WorkSystems Inc., labor unions, educational institutions and others. In the coming years, BPS will focus more intentionally on coordinating, collaborating with and leveraging existing networks to help close the economic wealth gap and climate burdens experienced by Portlanders of color, especially Black and Indigenous people.

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About City of Portland Bureau of Planning and Sustainability

The Bureau of Planning and Sustainability (BPS) develops creative and practical solutions to enhance Portland's livability, preserve distinctive places, and plan for a resilient future.



THE BUREAU OF **PLANNING
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Appendix I

Climate Emergency Declaration (Resolution No 37494)

Now, therefore be it resolved, that the Portland City Council declares that a human-made climate emergency threatens our city, our region, our state, our nation, humanity, and the natural world, and that such an emergency calls for an immediate mobilization effort initiating greater action, resources, and collaboration that prioritizes frontline communities to restore a safe climate.

#	Be it further resolved that	Lead Bureau	Other Bureaus + Offices	Staff Lead/s	What happened in the past year? And what's next?
1	the City of Portland asks businesses, non-profits, academia, large institutions, other governments, faith-based organizations, and residents to rise to the challenge of this emergency by making climate commitments of their own and mobilizing their resources, ingenuity, and community wisdom to tackle this existential threat and restore a safe climate;	N/A		Not directly resourced.	Portland, along with the rest of the world, has been consumed by the COVID crisis for the last 15 months. Locally, we also experienced an intensification of the racial justice crisis, an explosion in houselessness, joblessness, gun violence, and disastrous wildfires. Unfortunately, focus on the climate crisis has been diverted to what appear to be more near-term crises. But these crises are intertwined and we must re-center our focus on climate and build back better.
2	the City of Portland will advance climate justice and climate action initiatives that are led by the community, especially frontline communities and youth from frontline communities, and accelerate investments in projects that benefit these communities in ways that are restorative, reparative, and build present and future well-being and wealth	BPS		Bill Beamer	The City of Portland and Multnomah County are working closely with the Coalition of Communities of Color, APANO, Portland NAACP, Unite Oregon, Verde, consultants, and philanthropic foundations to form the Climate Justice Initiative. Together, we are creating a “third space” to co-create intersectional and innovative climate justice solutions that center the experiences and voices of frontline communities and can be led by government, community or both.
3	no later than Fall 2020, the Bureau of Planning and Sustainability is directed to work closely with other City bureaus, Multnomah County, frontline communities and youth-led organizations to establish and co-convene a new and ongoing climate justice initiative that will provide a framework for government and community to work together as equal partners to identify and implement strategies that will advance a shared visions for climate justice and action;	BPS		Bill Beamer	<p>The City of Portland and Multnomah County have worked with community partners and design consultants to organize two workshops for frontline communities and a workshop for frontline youth to demonstrate the practice of using a human-centered design process to co-create a vision for climate justice in Portland and provide a platform to recruit additional participants into Phase II, which will begin this summer.</p> <p>In Phase II, community and government participants will use the design process to identify and prioritize key climate justice approaches that can be led by government, community and/or jointly.</p> <p>Several grant-making foundations are supporting this effort, including the Bullitt Foundation, The Healy Foundation, Partners for Places and Meyer Memorial Trust. These grants are providing resources to compensate community members for their participation and time. They also cover the cost of strategy development, workshop facilitation, and consulting. To date, the Initiative has secured close to \$250,000 in grant funds. The City and County are contributing through staff time and \$50,000 of matching funds.</p> <p>More information will be posted as it becomes available to cxjdesign.com</p>
4	BPS is directed to work with Multnomah County, community partners, funders, and other stakeholders to ensure the structure, processes, and resources for the climate justice initiative will meet the needs of frontline communities to fully participate, including working to secure additional funding to resource the participation of frontline community members;	BPS		Bill Beamer	To date, the Initiative has secured close to \$250,000 in grant funds. The City and County are contributing through staff time and \$50,000 in matching funds.
5	the City of Portland recognizes the critical contribution that a wide array of stakeholders, including but not limited to utilities, businesses, environmental organizations, advocates, youth, and community organizations, have made and will continue to make to address climate change locally, and will engage these many stakeholders through multiple avenues to advance climate actions to put Portland on a path to meet the 2030 carbon emissions reductions targets;	All		NA	The City is working actively with many stakeholders in multiple avenues related to climate change. In the past year, this has included a Portland Youth Summit; Pricing for Equitable Mobility Task Force; Build/Shift Coalition; Climate Justice by Design; Climate and Clean Air Workshops; EV-Ready Codes project.
6	the City of Portland will make available findings from ongoing climate-related initiatives related to sustainable consumption, pricing for equitable mobility, decarbonization pathways and sector-based emissions analyses, resilience, adaptation, net-zero carbon buildings, and anti-displacement to the climate justice initiative and other stakeholders to help identify and guide the City, County, and community strategies to equitably meet Portland's 2030 carbon emission reduction goals and update future climate action priorities and workplans;	BPS	PBOT	Andria Jacob, Emma Sagor, Kyle Diesner	https://www.portland.gov/bps/climate-action/2018-carbon-emissions-and-trends ; https://www.portland.gov/bps/adap ; https://www.portland.gov/transportation/equitable-mobility-taskforce

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#	Be it further resolved that	Lead Bureau	Other Bureaus + Offices	Staff Lead/s	What happened in the past year? And what's next?
7	the City of Portland will pursue partnerships with schools and youth-serving organizations to support a youth-led summit on climate to engage, inform, acknowledge, inspire, and support youth-led climate action;	BPS	Mayor's office	Analyst III (currently vacant. Will be filled FY 21-22)	On December 12, 2020, over 150 youth convened virtually for a day-long summit focused on climate justice. The event was organized and led by BIPOC youth with the mission to "inform and empower PDX youth to engage in creating transformative futures centering climate justice and radical wellness." The event featured seven workshops on multiple topics related to climate justice including activism, mental health, indigenous leadership, art and race. The event was sponsored by the City of Portland, Portland State University Institute for Sustainable Solutions, Portland General Electric and Pacific Power.
8	the City of Portland will involve youth and other stakeholders in the development of a proposed climate test - such as an internal carbon fee or shadow price on carbon - by Fall 2020 that will ensure City bureaus are making informed decisions based on the best available climate science, particularly for major capital investments and high-carbon impact decisions, such as fuel and vehicle purchases, and explore options for a lifecycle climate test that could apply to other areas where the City has environmental, safety, land use, zoning, or design review authority;	BPS	Mayor's office	Coord III (currently vacant. Will be filled FY 21-22)	After multiple meetings with youth organizations and a public comment period, the City completed phase 1 of this objective by adopting an internal cost of carbon policy passed by Council December 2020. The City held three information sessions / roundtable discussions with youth on the climate test, and then had the public comment period on the draft internal cost of carbon policy in November. We also had a couple of separate meetings with youth organizers to help inform our engagement approach and the Mayor's office met once or twice with the Portland Youth Climate Council for follow-up conversations. The priority for FY21-22 is to focus on implementation of this policy and supporting other bureaus in their adoption of this new policy.
9	that City bureaus with jurisdiction over land use, transportation, economic development, and housing decisions will coordinate to reduce vehicle miles traveled and offer greater opportunities for diverse housing options and affordability, and the City's legislative agenda will identify and support policy and funding opportunities that preserve and create permanent affordable housing near transit lines;	BPS			BPS, PBOT, Prosper Portland, and PHB have worked closely to support diverse, affordable housing options along the SW Corridor MAX project. Specifically, the West Portland Town Center Plan is proposing zoning regulations to encourage the preservation of existing affordable housing and increasing densities in the town center. Further housing opportunities are being explored in along Naito Parkway near the Ross Island bridgehead. BPS and PBOT are working on a land use and transportation plan for a streetcar extension from NW Portland to Hollywood that will increase housing and employment opportunities along the proposed line.
10	that the ability of residents, local businesses and communities to avoid displacement in the face of population growth and economic changes is a critical climate strategy. BPS will complete the City's first Anti-Displacement Action Plan with the goals of decreasing housing and economic vulnerability and increasing community resiliency	BPS		Tom Armstrong	BPS is working with the Anti-Displacement Coalition to co-design a community-led process to develop the Anti-Displacement Action Plan (ADAP). ADAP is a joint effort between the City of Portland and community-based organizations (led by Imagine Black) to coordinate implementation of equitable development policies and reduce the harmful impacts of involuntary displacement on residents, business and cultural organizations. The project centers the voices and expertise of those who have been historically most impacted by displacement, particularly Black and Indigenous communities. Over the last year, the City released its foundational report summarizing the progress and the work priorities to address anti-displacement going forward. See: https://www.portland.gov/bps/adap/news/2021/4/21/anti-displacement-action-plan-foundation-report-released
11	the the Anti-Displacement Action Plan will consider climate impacts from displacement by connecting climate data with data on housing and economic vulnerability, access to green infrastructure, energy costs, and access to affordable low-carbon transportation options;	BPS		Tom Armstrong	BPS is working with the Office of Equity and Human Rights and other City bureaus to map demographic, housing and economic opportunity data to track equitable outcomes, including access to community amenities, green spaces, transit, and active transportation routes.
12	that investments in resiliency and climate-related disaster response measures must proactively consider and address potential displacement and accessibility issues experienced by frontline communities through community-led and culturally specific planning	Cross-bureau	Water, BES, PP&R, PBOT, PBEM, BPS	Nishant Parukelar, Jonna Papaefthimiou	BPS's Anti-Displacement Action Plan (ADAP) project will analyze and map potential displacement risk and access to amenities (complete neighborhoods) that will help document areas where frontline communities face the most risk and most need for investment. This analysis can be used to evaluate potential resiliency and climate mitigation investments.
13	that the City of Portland will adopt new policies and development standards to further prevent expansion of new fossil fuel infrastructure, reduce fossil fuel consumption, reduce the risk to the community and the environment, and encourage the adoption and use of clean, renewable fuels, including but not limited to updating the Renewable Fuel Standard.	BPS and BDS		Tom Armstrong	The Fossil Fuel Terminal Zoning changes were appealed by the Western States Petroleum Association, Portland Business Alliance and others to the Land Use Board of Appeals (LUBA). LUBA has remanded the case back to City Council for additional findings and policy interpretations. BPS is working to determine what additional evidence is needed to address these issues before returning to City Council for re-consideration in 2021. BPS plans to report back to Council with an update to the Renewable Fuel Standard in FY 21-22, which will be a key tool to reduce fossil fuel usage.

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#	Be it further resolved that	Lead Bureau	Other Bureaus + Offices	Staff Lead/s	What happened in the past year? And what's next?
14	that the City of Portland is committed to a just and managed decline of fossil fuel production and use, and will collaborate with stakeholders including labor unions and frontline communities to develop strategies for a just transition that prioritizes quality family wage job opportunities in the clean energy economy for workers who may lose their jobs as a result of climate policy and for communities who have been excluded from benefiting from the fossil fuel economy;	BPS		PCEF, Analyst III (currently vacant, will be filled FY 21-22)	The City convened stakeholder climate/clean air workshops with representatives from labor, community organizations, industry and environmental advocates where green workforce development emerged as an identified priority. PCEF is commissioning a workforce baseline and needs analysis in FY21-22 which will provide more information for next steps the City might play.
15	that building on the the Zero Cities Project partnership with frontline communities, the City of Portland will prioritize and advance policies and investments through community-led participatory action research to reduce carbon emissions from the building and transportation sectors - the two largest contributors to local carbon emissions - that put us on a path to meet the City of Portland's 2030 carbon reduction goals and beyond. Policies and investments will focus on resourced, community-led planning and strong community benefits for all large developments. The City of Portland will collaborate with community partners to resource frontline communities for their time and expertise in this work;	BPS		Vinh Mason	Following the Zero Cities Project model for community-led engagement and participatory action research, BPS worked with two community partners, the Coalition of Communities of Color and Verde, to lead policy development for Portland's buildings sector, with a priority on improving rental housing. Build/Shift convened several community workshops in 2020 on topics of high importance to community members, including housing, public health, community safety, and energy cost burden. Build/Shift is currently planning a policy convening in June 2021 to further understand BIPOC community needs with respect to a building sector ordinance. BPS, CCC and Verde also coordinate with local and national partners to research equitable policy options for the existing building sector. Guided by BIPOC community wisdom, expertise, and lived experience, BPS and Build/Shift will collaborate on existing buildings regulation that makes progress toward a zero carbon building sector while advancing racial equity. Key policy recommendations will be further informed through broader stakeholder engagement to develop an ordinance for Council consideration in FY 2021-22.
16	that any policy efforts to decarbonize the building sector will prioritize leadership from frontline communities who are resourced for their time and expertise, and will emphasize improved comfort, safety, utility savings for renters and protections for low-income tenants that help reduce displacement and promote community stability;	BPS		Vinh Mason	With help and support from BPS, Build/Shift secured \$199,000 over the last year. Using these funds, Build/Shift diversified its team, increased community partner capacity, and hosted an online BIPOC community energy cost burden workshop on March 30, 2021.
17	that the City of Portland will work with local stakeholders to advocate and collaborate with regional jurisdictions, state agencies and city programs, project, and policies that reduce carbon emissions from buildings and transportation sectors, including diesel particulate matter emissions;	BPS		Andria Jacob,	See resolutions: #15, #16, #23, #25, #31
18	BPS is directed to work collaboratively with the Bureau of Environmental Services, Portland Parks and Recreation, as well as other City bureaus, Metro, and state and federal agencies to incorporate information from climate modelling related to hydrology and flooding for the metro area in the update of regulations that protect and restore flood areas to reduce the impacts of future flooding on property, public infrastructure, and public health, and support recovery of threatened and endangered species;	BPS	BES, PP&R	Sallie Edmunds, Kaitlyn Lovell	The Floodplain Management Update is a multi-year project through FY 23-24 to update regulations to protect Endangered Species Act species, increase flood capacity and maintain access to FEMA's National Flood Insurance Program for Portland residents and businesses. BPS received funding in the Fall 2020 BuMP to continue this work and recently hired a staff person to assist the project manager. The US Army Corps of Engineers is modeling flooding on the Willamette River. Preliminary results (due Fall 2021) will be folded into the Floodplain Update. Amendments to industrially zoned land will follow the update of the Economic Opportunities Analysis. Project staff are coordinating with FEMA, NOAA, DLCD and Metro.
19	BPS is directed to work collaboratively with the Bureau of Development Services, Bureau of Transportation, Water Bureau, BES, and PP&R to update regulations that protect and enhance tree canopy to reduce heat island impacts on public health, particularly in East Portland;	BPS	BDS, Water, BES, PP&R	Sallie Edmunds, Emily Sandy	In fall 2020, the City Council adopted amendments to the tree code in development situations. The next phase of tree code updates are technical and minor policy amendments in non-development situations, which will be lead by PPR's Urban Forestry Division. The scope of work will be presented to City Council on May 26, 2021 and the Planning and Sustainability Commission on July 13, 2021. Urban Forestry is also proposing to update the Urban Forest Management Plan before more substantive Title 11 amendments are considered.

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#	Be it further resolved that	Lead Bureau	Other Bureaus + Offices	Staff Lead/s	What happened in the past year? And what's next?
20	that BES, BPS, PPR, PBOT are directed to collaborate on creation of a citywide integrated and prioritized green infrastructure action plan to: 1) help achieve the goal of a healthy connected city for all; 2) maximize the benefits of green infrastructure investments in reducing carbon emissions and preparing for climate change impacts; and 3) build on, connect and enhance the existing network of green infrastructure initiatives being led by community, non-profits, businesses, and other governments;	BES	BPS, PP&R, PBOT, PSU	Dawn Uchiyama	BES and Portland State University are collaborating on a vision and principles for an integrated green infrastructure plan. BES and Parks are working together to forward the concept of green infrastructure into the city charter.
21	the bureaus participating in the cross-bureau Disaster Resilience and Recovery Action Group will collaborate with community partners including Portland State University's Institute for Sustainable Solutions on: 1) the development of a citywide natural disaster resilience and recovery strategy that prioritizes frontline communities; 2) the creation of a resilience and recovery implementation structure to carry out that strategy; and 3) piloting a resiliency hub centered at the East Portland Community Center that focuses on both physical and community resilience to, and recovery from, natural disasters;	Cross-bureau	BES, PBEM,	Nishant Parukelar, Jonna Papaefthimiou	DRRAG is in the early stages of drafting a citywide natural disaster resilience and recovery strategy that addresses both pre-disaster coordination and mitigation as well as post-disaster recovery and decision-making. The design for this plan is informed by multi-bureau workshops from 2017 that explored infrastructure interdependencies across bureaus after a major earthquake and flood and also multi-bureau workshops in 2019 to explore recover coordinating structures. The natural disaster resiliency and recovery strategy will build on community engagement efforts taking place for the Mitigation Action Plan update, drawing on the experiences of frontline communities in natural disasters. DRRAG is also leading an effort to gather data on the lessons learned about recovery from COVID because of the direct connection and relevancy to issues of natural disaster recovery. DRRAG continues to meet regularly as a group to foster communication across bureaus and also to launch collaborative projects that support resilience and recovery in the city – such as successfully applying for grants that resulted in microgrid funding for the EPCC.
22	PBOT will work with TriMet, Metro, youth leaders and community stakeholders to secure funding for free, year-round transit access to all Portlanders aged 18 and under;	PBOT		Shoshana Cohen	Collaborated with community advocates and other regional partners, including TriMet, to include funding for youth transit in the November 2020 Regional Transportation Funding Measure which did not pass. PBOT will continue to work with regional partners to identify funding sources for youth transit passes.
23	per Comprehensive Plan Policy 9.26 Transit Funding, PBOT will work with TriMet, Metro and community stakeholders to consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising metro-wide funding to improve service and decrease user fees/fares	PBOT		Shoshana Cohen	Collaborated with regional partners and community stakeholders on the development of the projects for the November 2020 Regional Transportation funding measure, which would have provided funding for transit priority projects and ultimately did not receive majority support from voters. The City continues to advocate for increased federal transit funding.
24	since freeway expansions disproportionately harm communities of color and increase carbon emissions, the City of Portland will require demand management, implemented equitably and in close collaboration with BIPOC communities, before any future freeway construction or expansion project;	PBOT		Shoshana Cohen	The City has advocated for the design of an equitable tolling program as a demand management strategy on the freeways. The Pricing Options for Equitable Mobility Task Force shared recommendations with PBOT and BPS leadership around how to implement equitable tolling/pricing and this was shared with ODOT. PBOT will continue to advocate for equitable demand management strategies to be incorporated before interstate expansion.
25	BPS is directed to 1) explore updating the City's code to require electric vehicle charging infrastructure in a percentage of off-street parking spaces in new residential buildings and in nonconforming development upgrades, 2) define what a "mobility hub" is and identify areas of the city where they are appropriate, and 3) identify additional opportunities to increase access to electric vehicles and charging stations for frontline communities;	BPS		Ingrid Fish	This work is underway and BPS facilitated a series of stakeholder consultations, prioritizing low-income and BIPOC communities to identify how to increase EV charging access to renters, but state pre-emption is a limitation. Because of that, the City has focuses its effort this year to advocate for state-level changes and passage of EV-ready building codes (HB 2180) for new construction in multidwelling, mixed-use and commercial zones. The legislation also provides a pathway for Portland to exceed state requirements, which is important if we are to achieve transportation electrification goals. If HB 2180 passes this session, BPS will work with BDS in moving toward implementation. This will require aligning zoning code with building codes. Future work includes EV-ready requirements for single-family new construction and the existing buildings sector. 2) Updating the zoning code to address mobility hub locations.
26	all efforts to reduce carbon emissions through use of technology, such as community solar, ride sharing apps, and electric vehicle infrastructure, will seek to remedy any privacy concerns and barriers associated with access to technology and banking experienced by frontline communities, and will be guided by the Privacy and Information Protection Principles adopted by City Council in 2019 (Resolution 37437);	BPS		Kevin Martin, Hector Dominguez	Not formally started. BPS plans to develop a framework for a more structured privacy assessment processes through our Smart Cities work that would potentially be implemented in FY 22-23.

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#	Be it further resolved that	Lead Bureau	Other Bureaus + Offices	Staff Lead/s	What happened in the past year? And what's next?
27	BPS is directed to work with other bureaus, local businesses, and community partners to shift systems in ways that facilitate more sustainable consumption; 2) help Portlanders make informed choices about what products and services to support, buy and reuse; and 3) scale up community-led efforts to maximize opportunities to rent, share, fix, and reuse goods;	BPS		TBD	To deliver on the goals of the Sustainable Consumption and Production Strategy, BPS aims to support community-led initiatives to achieve increased opportunities for Portlanders to rent, share, fix and reuse goods. A better understanding of the current network of services and resources, as well as organizational needs and opportunities, BPS just wrapped up interviewing twenty of these organizations as part of phase one of a reuse, repair and share needs assessment. They also took part in virtual small group discussions and an online survey – all to understand the City's role in helping scale up community led efforts around materials management. Top recommendations include: <ul style="list-style-type: none">•Fund flexible, shared storage space; reuse depot or mall, and/or neighborhood hubs.•Support communications, marketing, and promotional campaign, possibly through Resourceful PDX.•Convene like-minded groups on an ongoing basis to strengthen relationships, build new ones, and support capacity of the existing organizations in the reuse, repair and share community. Phase two is to ground truth this work with the broader community, and invite additional local businesses, faith-based organizations, and other potential partners into the conversation.
28	that the City of Portland adopts a new target of achieving at least a 50% reduction in carbon emissions below 1990 levels by 2030 and net-zero carbon emissions before 2050. These targets will be carried forward into future Climate Action Plan updates and work plans;	BPS		Andria Jacob	These are the goals embedded in BPS analysis and modeling of communitywide decarbonization pathways.
29	that to inform future Climate Action Plan updates and work plans, the City of Portland will analyze decarbonization pathways to achieve carbon neutrality by 2050 with clear interim goals, including a commitment to monitoring any remaining emission sources and implementing policies or mechanisms to reduce those emissions, including but not limited to the role of urban sequestration and negative carbon technologies;	BPS		Kyle Diesner	The City is developing a decarbonization pathways tool that will help inform and prioritize the necessary actions we must undertake to achieve our carbon reduction goals. This tool will be completed later in FY 21-22 and will be made publicly available.
30	that the City of Portland continues to oppose the rollback of climate policy at the federal level and affirms Portland's ongoing commitment to the goals of the Paris Climate Agreement and the City's responsibility to meet its proportionate carbon emissions reductions for the United States under that agreement;	OGR		Nils Tilstrom	The body of work specific to the Paris Climate Agreement in 2020 suffered a bit from the focus on COVID response. In July 2020, BPS participated in a virtual roundtable with Congresswoman Bonamici in her capacity as a member of the House Select Committee on the Climate Crisis. The roundtable offered an opportunity for the City to weigh in on the Committee's draft Climate Action Plan. In late 2020, the City formulated a legislative agenda for 2021 that centered racial justice and recognized the importance of environmental justice and the disparate impact of the climate crisis on communities of color.
31	that the City of Portland is expecting investor-owned electric utilities, Portland General Electric and PacifiCorp, to advocate delivery of 100% clean, renewable electricity that includes a maximal amount of community-based and community-benefitting energy to all Portland residents and businesses no later than 2030; on NW Natural to fully decarbonize its gas pipeline no later than 2050; for all utilities to prioritize the protection of low-income customers; and for all utilities to engage in a managed stakeholder process with local jurisdictions and community to address the complex challenge of decarbonizing an interdependent energy system strategically, equitably and affordably;	BPS		Andria Jacob	BPS engaged in the 2021 State legislative session as part of the frontline community-led Oregon Clean Energy Opportunities campaign. HB 2021, the result of that coalition's work, will establish emissions-free electricity targets for PGE and Pacific Power by 2040. The legislation also will establish a pathway for local jurisdictions to engage with PGE and Pacific Power on the development of community-wide green tariffs, a mechanism by which Portland can attain its goal to be 100% clean and renewable by 2030. Next steps will be to engage with our community partners and the utilities in collaboration with Multnomah County to design an equity-centered, collaborative process for implementing a community-wide green tariff product and program.
32	that the 100% Renewable Energy Resolution (No. 37289) is hereby amended with the updated interim goal: to meet 100 percent of the community's electric energy needs through renewable energy resources by 2030;	BPS		Andria Jacob	Done.

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33	BPS will update City Council on the progress to implement these directives in the first quarter of 2021 and annually thereafter to increase transparency and accountability	BPS	all	Andria Jacob	Because of the global pandemic and needs around economic recovery for the City, the report to Council is taking place in July 2021, just slightly one year after passage of the Climate Emergency Declaration.
34	this Resolution directs the City of Portland to use a climate justice approach to guide the City of Portland's climate actions and plans and is binding City policy	All			See resolutions #2, #3, #4, #15, #16, #25.