

RESOLUTION No. 37494 As Amended

Declare that along with the COVID-19 pandemic that has created a public health and economic crisis, a human-made climate emergency also 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, collaboration and new approaches to restore a safe climate (Resolution)

WHEREAS, the City of Portland recognizes that frontline communities in Portland and worldwide, including Black and Indigenous people, communities of color, immigrants, refugees, low-income individuals, labor and workers, people living with disabilities, youth, and individuals experiencing homelessness are often the communities least responsible for contributing to climate change, yet are disproportionately affected by its impacts and will continue to bear a disproportionate burden; and

WHEREAS, the people from frontline communities have the fewest opportunities to change or benefit from the systems that impact them, including an economy that is built off slavery, colonialism, and the unsustainable extraction of natural resources, and they must be the ones that benefit first from the transition to a clean energy economy and be able to lead the planning and implementation efforts to address climate change; and

WHEREAS, Native Nations prioritize the balance between a sustainable environment and the well-being of the people, as they have done for this land since time immemorial and will do so in perpetuity to preserve their culture and protect traditional lifeways; and

WHEREAS, the City of Portland recognizes the value of the sovereign voice of Native Nations and the importance of working in partnership with tribal leaders to uphold treaty-reserved lifeways, traditional values, and cultural resources that are jeopardized by the increasing threat of the climate crisis; and

WHEREAS, the City of Portland acknowledges that Indigenous, immigrant, and refugee families in Portland are connected with communities in their homelands that are experiencing or are highly vulnerable to the catastrophic impacts of climate change; and

WHEREAS, youth will inherit the legacy of our decisions on climate, and youth from diverse backgrounds are organizing locally and worldwide to demand and support climate justice and government action to mitigate the catastrophic impacts of the climate emergency and to restore a safe climate; and

WHEREAS, the lifecycle impacts of fossil fuels pose risks to the health, livability, and safety of local communities surrounding the fuels' extraction, refinement, and combustion sites, transportation routes, and storage facilities and those communities are often disproportionately low-income and/or communities of color; and

WHEREAS, workers on the frontlines of climate change, such as day laborers, construction workers, and outdoor workers, should be provided with a climate-safe work

environment through health and safety standards developed in consultation with labor-representing organizations; and

WHEREAS, workers in the fossil fuel industry and sectors that are reliant on fossil fuels may lose their jobs as a result of the transition to a clean energy system, and a managed decline of the fossil fuel industry must be in line with the imperatives of a just transition, including prioritizing new job opportunities in the clean energy economy for displaced workers and other frontline communities; and

WHEREAS, a transition to a low-carbon future, and building resilience to the impacts of the climate emergency, is an opportunity to redress historical inequities in our community and must be just; and

WHEREAS, the City of Portland's historically racist land use policies and discriminatory real estate, planning, and infrastructure investment practices means communities of color and low-income Black and Native American populations in Portland may experience significantly higher ambient temperatures, higher utility bills, poorer air quality, and greater risk to health than predominantly white or affluent neighborhoods; and

WHEREAS, people living in homes with insufficient or no insulation and inefficient heating and cooling systems will incur higher energy bills, and people dependent on gas-powered vehicles may pay more for operation and maintenance, creating additional burdens on low-income households and other frontline communities that can lead to financial instability and displacement; and

WHEREAS, strategies and programs that prevent involuntary displacement of frontline communities, businesses, and cultural institutions is a significant climate change mitigation strategy. When displacement of frontline communities occurs, vehicle miles traveled increase as community members seek to maintain their community or are forced to lose it altogether. When frontline communities, businesses, and cultural institutions can stay or move within the neighborhoods of their choice, access to the foundational components of a thriving community increase; and

WHEREAS, references to "carbon emissions" includes all greenhouse gases combined in a single unit, expressed as carbon dioxide equivalents (CO₂e), and the City of Portland has been tracking and analyzing carbon emissions since 1990 using the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories; and

WHEREAS, in 1993 Portland was the first city in the United States to adopt a climate action strategy, and the City and Multnomah County adopted the Local Action Plan on Global Warming in 2001 and the Climate Action Plan in 2009 with updates in 2015; and

WHEREAS, total local carbon emissions reductions in Multnomah County have plateaued at around 19% below 1990 levels, despite 27 years of climate planning and

mitigation policies, programs, and investments and, according to the latest IPCC report, we have fewer than 10 years to drastically reduce our carbon emissions; and

WHEREAS, local transportation emissions are increasing – currently 6% over 1990 levels, and 12% over their lowest levels in 2012, climbing faster than population growth over the same period. From 2012 to 2017 Portland experienced year-over-year increases in transportation emissions, as the cost of gasoline remained low; and

WHEREAS, the COVID-19 crisis is increasing reliance on local freight delivery for groceries and goods, contributing to emissions and air pollution threats for frontline communities and those most vulnerable to poor air quality, such as children and older adults; and

WHEREAS, expanding roadways does not solve congestion but leads to additional vehicle miles and carbon emissions; and

WHEREAS, investing in permanent affordable housing near transit lines in urban, suburban, and rural areas reduces carbon emissions and delivers greater environmental, economic, health, and social benefits;

WHEREAS, traditional sector-based carbon emission inventories – which primarily only account for emissions produced within a jurisdiction’s geographic boundary – drastically underestimate carbon impacts globally and lack the ability to address fundamental issues of well-being and quality of life. Portland’s consumption-based carbon emission inventory shows that global carbon emissions that result from the consumption of food, goods, materials, and services by Portlanders are more than double the emissions produced locally; and

WHEREAS, the Northwest region has warmed substantially – nearly 2°F since 1900 – leading to warmer winters, decreasing snowpacks, hotter summers, and heavier storms. Extreme years like 2015 will become more common, increasing the risk of both flooding and drought, water scarcity, large wildfires, warmer river and stream temperatures, harmful algal blooms, life-cycle effects on salmon and other threatened and endangered aquatic species, and damage to recreational tourism economies; and

WHEREAS, warmer, wetter winters will increase the risk of localized flooding and landslides, and hotter, drier summers will increase the risk of extreme heat events, both of which will have a direct impact on private property, public infrastructure, and the health and well-being of frontline communities that are disproportionately at risk from these natural hazards; and

WHEREAS, changes to the length of the summer season have a direct and immediate impact on trees by causing stress to species like Western Red Cedar, which undermines the ability of Portland’s tree canopy to provide critical habitat, urban cooling, and other green infrastructure services; and

WHEREAS, protecting, restoring, and managing our urban natural resources – including rivers, streams, wetlands, floodplains, trees, and unique habitats – mitigates risks, sequesters carbon, and builds resilience to the impacts of climate change, provides benefits to human physical and mental health, protects private property and public infrastructure, and supports the intrinsic value of natural ecosystems and biodiversity; and

WHEREAS, climate change and the COVID-19 pandemic are both public health crises that disproportionately impact frontline communities and are compounded by pre-existing economic inequalities and systemic racism. On May 20, 2020, Portland City Council adopted Resolution No. 37487 declaring its intent to center the City’s climate action, shared economic prosperity, environmental, and equity goals in the City’s COVID-19 response measures; and

WHEREAS, the climate emergency is an existential threat to our community and economy, and combatting it will require government agencies, businesses, and residents to treat this as the crisis it is by taking bold steps to meet Portland’s carbon reduction goals and building a healthy, resilient city in which everyone can thrive.

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; and

BE IT FURTHER RESOLVED, that 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; and

BE IT FURTHER RESOLVED, that 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; and

BE IT FURTHER RESOLVED, that 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 vision for climate justice and action; and

BE IT FURTHER RESOLVED, that the Bureau of Planning and Sustainability 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; and

BE IT FURTHER RESOLVED, that 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 reduction targets; and

BE IT FURTHER RESOLVED, 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 City, County, and community strategies to equitably meet Portland's 2030 carbon emission reduction goals and update future climate action priorities and work plans; and

BE IT FURTHER RESOLVED, that 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; and

BE IT FURTHER RESOLVED, that 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; and

BE IT FURTHER RESOLVED, 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; and

BE IT FURTHER RESOLVED, that because 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, the Bureau of Planning and Sustainability will complete the City's first Anti-Displacement Action Plan with the goals of decreasing housing and economic vulnerability and increasing community resiliency; and

BE IT FURTHER RESOLVED, that 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; and

BE IT FURTHER RESOLVED, 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; and

BE IT FURTHER RESOLVED, 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 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; and

BE IT FURTHER RESOLVED, 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 prioritize 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 off of the fossil fuel economy; and

BE IT FURTHER RESOLVED, that building on 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; and

BE IT FURTHER RESOLVED, 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, and utility savings for renters and protections for low-income tenants that help reduce displacement and promote community stability; and

BE IT FURTHER RESOLVED, that the City of Portland will work with local stakeholders to advocate to and collaborate with regional jurisdictions, state agencies and city programs, projects, and policies that reduce carbon emissions from buildings and transportation sectors, including diesel particulate matter emissions; and

BE IT FURTHER RESOLVED, the Bureau of Planning and Sustainability is directed to work collaboratively with Bureau of Environmental Services, Portland Parks & 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; and

BE IT FURTHER RESOLVED, the Bureau of Planning and Sustainability is directed to work collaboratively with the Bureau of Development Services, Bureau of Transportation, Water Bureau, Bureau of Environmental Services, and Portland Parks & Recreation to update regulations that protect and enhance tree canopy to reduce heat island impacts on public health, particularly in East Portland; and

BE IT FURTHER RESOLVED, that Bureau of Environmental Services, the Bureau of Planning and Sustainability, Portland Parks & Recreation, and Portland Bureau of Transportation are directed to collaborate on the 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; and

BE IT FURTHER RESOLVED, the bureaus participating in the existing cross-bureau Disaster Resilience and Recovery Action Group including the Bureau of Environmental Services, Water Bureau, Portland Parks & Recreation, Bureau of Transportation, Bureau of Planning and Sustainability, and Bureau of Emergency Management are directed to 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; and

BE IT FURTHER RESOLVED, the Portland Bureau of Transportation 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; and

BE IT FURTHER RESOLVED, per Comprehensive Plan Policy 9.26 Transit Funding, the Portland Bureau of Transportation 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; and

BE IT FURTHER RESOLVED, that 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; and

BE IT FURTHER RESOLVED, that the Bureau of Planning and Sustainability 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 non-conforming 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; and

BE IT FURTHER RESOLVED, that all efforts to reduce carbon emissions through the 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); and

BE IT FURTHER RESOLVED, the Bureau of Planning and Sustainability is directed to work with other bureaus, local businesses and community partners to reduce Portland's contribution to carbon emissions generated elsewhere in the world by: 1) using the City's influence and regulatory authority to shift systems in ways that facilitate more sustainable consumption; 2) helping Portlanders make informed choices about what products and services to support, buy and reuse; and 3) scaling up community-led efforts to maximize opportunities to rent, share, fix, and reuse goods; and

BE IT FURTHER RESOLVED, 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; and

BE IT FURTHER RESOLVED, that to inform future Climate Action Plan updates and workplans, 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; and

BE IT FURTHER RESOLVED, 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; and

BE IT FURTHER RESOLVED, that the City of Portland is expecting investor-owned electric utilities, Portland General Electric and PacifiCorp, to deliver 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; and

BE IT FURTHER RESOLVED, 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; and

BE IT FURTHER RESOLVED, that the Bureau of Planning and Sustainability 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; and

BE IT FURTHER RESOLVED, that 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.

Adopted by the Council: **June 30, 2020**

Mayor Ted Wheeler
Prepared by: Alisa Kane
Date Prepared: June 16, 2020

Mary Hull Caballero
Auditor of the City of Portland

By *Keelan McClymont*

Deputy

511
 Agenda No.
ORDINANCE NO. 37494 As Amended
 Title

Declare that along with the COVID-19 pandemic that has created a public health and economic crisis, a human-made climate emergency also 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, collaboration and new approaches to restore a safe climate (Resolution)

INTRODUCED BY Commissioner/Auditor: Mayor Wheeler	CLERK USE: DATE FILED <u>June 30, 2020</u>
COMMISSIONER APPROVAL Mayor—Finance & Administration - Wheeler	<div style="text-align: center;"> <p>Mary Hull Caballero Auditor of the City of Portland</p> <p><i>Keelan McClymont</i> Deputy</p> </div>
Position 1/Utilities - Fritz	
Position 2/Works - Vacant	
Position 3/Affairs - Hardesty	
Position 4/Safety - Eudaly	
BUREAU APPROVAL Bureau: Planning and Sustainability Bureau Head: Andrea Durbin	
Prepared by: Alisa Kane Date Prepared: 6/15/20	
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter	
Council Meeting Date 6/30/20	

AGENDA
TIME CERTAIN <input checked="" type="checkbox"/> Start time: 6:30PM Total amount of time needed: 2 hours (for presentation, testimony and discussion)
CONSENT <input type="checkbox"/>
REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	✓	
2. Vacant		
3. Hardesty	✓	
4. Eudaly	✓	
Wheeler	✓	