

# PBOT 90-day Transportation Decarbonization Resolution (Item 450)



*May 31, 2023*    *Portland City Council*

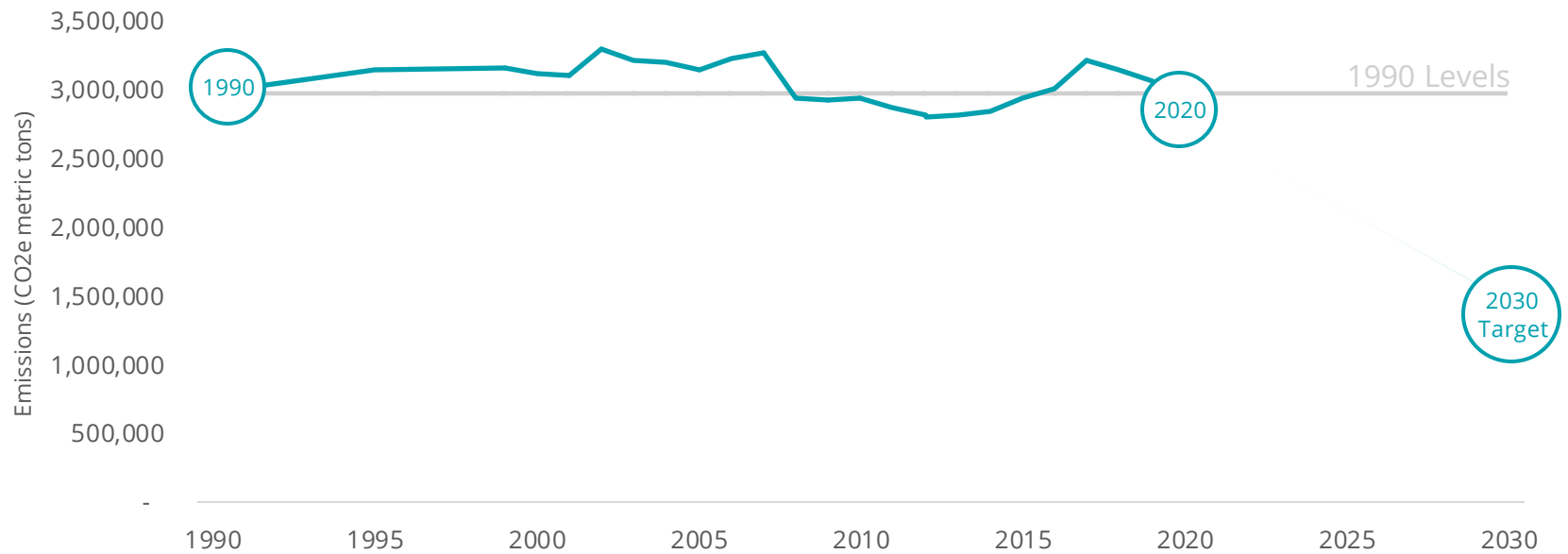
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*Vivian Satterfield, BPS Chief Sustainability Officer*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

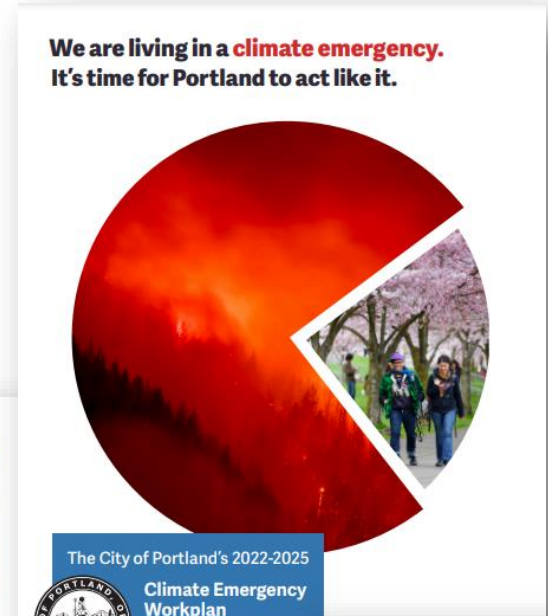
# +40% local greenhouse gas emissions come from transportation

Transportation Emissions Trends (1990-2020)  
Multnomah County



# Climate Emergency Workplan as a guiding framework

- The Climate Emergency Workplan will guide us to achieving the goals of:
  - 50% reduction of carbon emissions by 2030
  - Net-zero emissions by 2050
- This resolution includes implementation actions for the PBOT-assigned Climate Emergency Work Plan items.
- Builds on a long history of Council-directed climate action.

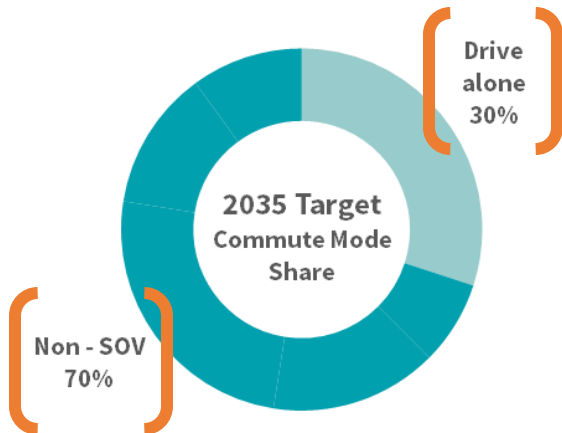


Climate Emergency Declaration  
One-Year Progress Report (Resolution No. 37494)  
July 29, 2021

American Cities  
Climate Challenge

# City Transportation Policy: Mode Shift and Climate Goals

The City of Portland has adopted policy to **reduce transportation-related greenhouse gases AND reduce drive alone trips**. Some interventions address both policy goals, while others only address greenhouse gas reduction.



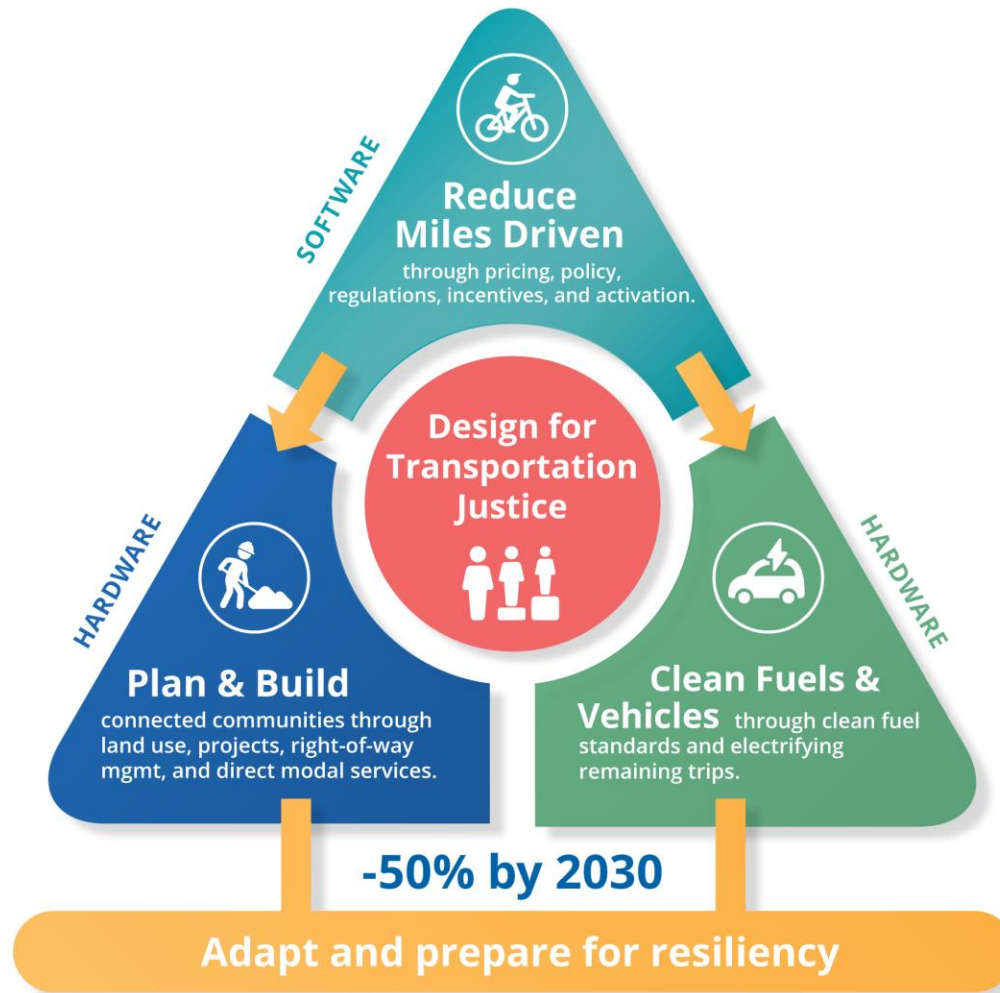
**Mode Shift Goal:** 70% non-drive alone commute trips by 2035



Roughly 40% of our carbon emissions comes from vehicle emissions

**Greenhouse Gas Emission Goals:**  
100% reduction in carbon emissions by 2050 and a 40% reduction by 2030

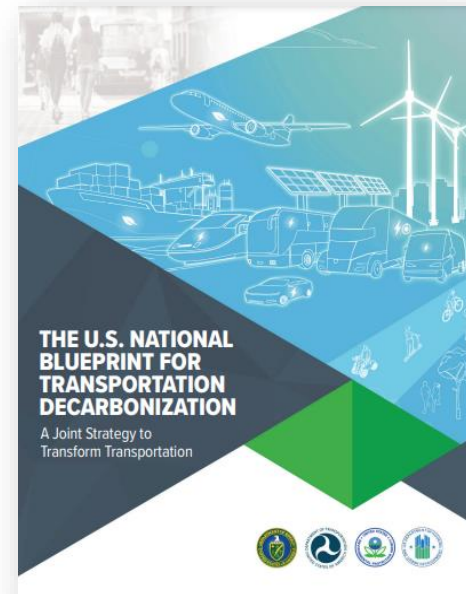
# City's strategy to address transportation-related greenhouse gas emissions



# U.S. Federal government has prioritized electrification above all else

- Bipartisan Infrastructure Law allocated **\$7.5 billion** for EV charging throughout the U.S.
- The Inflation Reduction Act allocated **\$36 billion** in Clean Fuel and Vehicle Tax credits
- Oregon Department of Transportation will spend **at least \$100 million for EV charging** in Oregon
- This resolution will **position the city to benefit from these federal funds** and continue to be a national leader in transportation decarbonization
- Unfortunately, winning **federal grants won't solve PBOT's larger budget challenges**

*"...transitioning to clean options is expected to drive the majority of emissions reductions."  
- The U.S. National Blueprint for Transportation Decarbonization*



# PBOT needs stable funding to effectively compete for federal funding

- **To capitalize on this once-in-a-generation moment, PBOT must maintain a level of resources for:**
  - Project development
  - Private-sector partnerships
  - Grant writing
  - Local match (often required)
- **Without adequate resources, Portland will not be able to compete for federal funds**
  - We will leave resources on the table
  - We fall behind on its climate commitments and not recognize equitable outcomes



The infographic features a blue silhouette of the Oregon State Capitol dome at the top. Below it, a dark blue banner contains the text "The Infrastructure Investment and Jobs Act" in white. Underneath, a red-bordered box highlights "is a \$1.2 Trillion Bipartisan Infrastructure Bill" in blue and orange. Below this, it states "and includes funding for our:" followed by four icons: a bridge labeled "BRIDGES", a road labeled "ROADS", a bus labeled "TRANSIT SYSTEMS", and a dam labeled "DAMS".



The cover features the title "National Electric Vehicle Infrastructure Formula Program Bipartisan Infrastructure Law" in green and grey text. Below the title is a photograph of a dark-colored electric car parked at a charging station. At the bottom, the text "Program Guidance" is displayed in white on a dark background. A green and white diagonal graphic element is on the right side.

# Current transition to electrification is not equitable

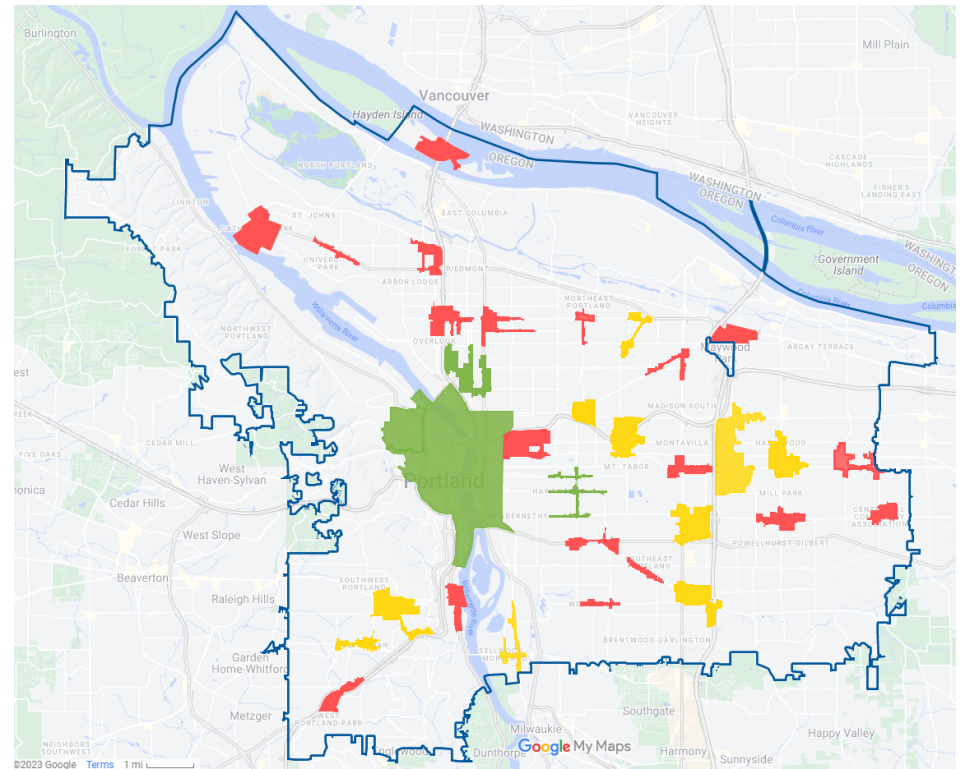
## Current transportation electrification progress in Portland:

- Over 1/3 of public chargers are in the Central City
- Fewer public chargers near multi-unit dwellings & in communities likely to continue relying on personal vehicles

## PBOT can use regulatory levers to influence the market to:

- Ensure all Portlanders can enjoy benefits of EVs
- Electrify all modes
- Support income qualified pricing programs

## Availability of public chargers in Portland's neighborhoods



Areas in **red** have 0 (zero) public EV chargers  
Areas in **yellow** have 1-5 public EV chargers  
Areas in **green** have 5+ public EV chargers

Source: PBOT



# Key PBOT actions to date

- Code and administrative rule changes to allow for more EV charging in public rights-of-way
- \$3.3 million US DOE “park and charge” grant award to install up to 50 EV chargers, conduct community engagement, and disseminate findings
- \$2 million US DOT SMART grant award to use data and sensors to pilot zero emissions freight strategies
- Operates or oversees several zero-emission transportation options:
  - Portland Streetcar
  - All-electric BIKETOWN fleet
  - E-Scooter program
  - EV charging in City-owned parking garages
  - Investments in biking, walking and transit projects and programs



Resolution

# Today's Council Action

- Responds to transition priorities and confirms transportation decarbonization as a core PBOT function
- Highlights transportation decarbonization strategies and confirms Climate Emergency Workplan priorities
- Continues a dialogue with Council on the best way to resource this work
- Directs PBOT and City resources to center the needs of frontline communities in the transition to a decarbonized transportation system



# #1: Make Portland a top city for equitable transportation electrification (CEW T-6, T-7)



# #2: Promote electric mobility options (CEW T-1, T-4, T-7 and T-8)

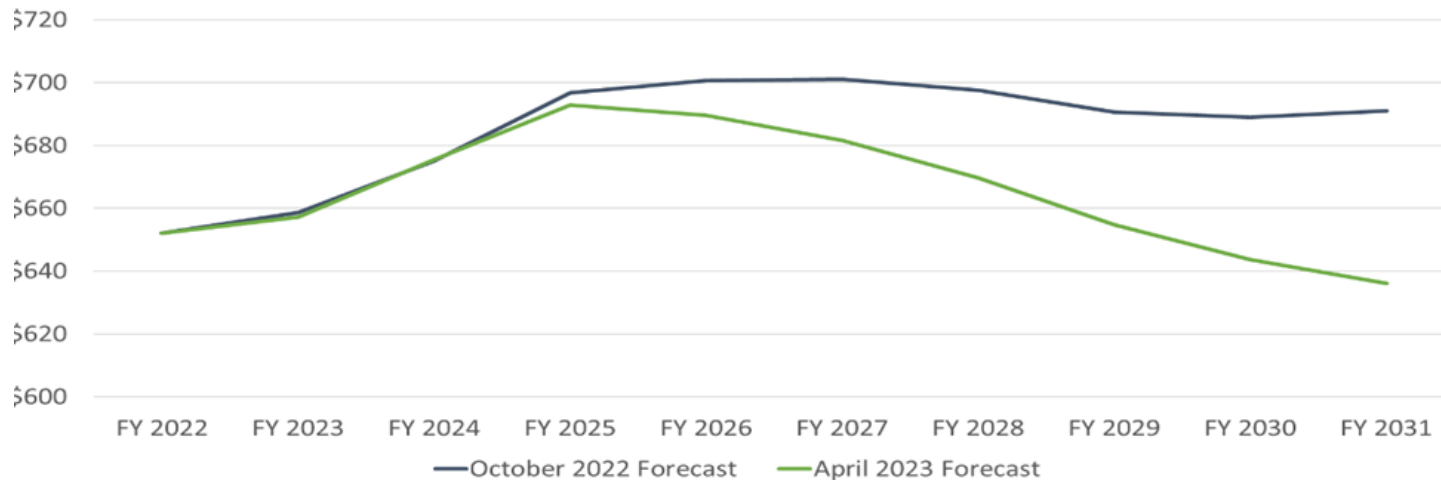


# #3: Investigate strategies to support e-bikes and shared micromobility (CEW T-1, T-3)



# #4: Address PBOT's funding crisis with stable, climate-supportive revenue sources to support this core PBOT service (CEW T-3, T-7)

## Oregon Motor Fuels Tax Forecast Comparison In millions of nominal dollars



# Work is not fully funded

...**BE IT FURTHER RESOLVED**, the City Council recognizes that much of this work is not currently funded and requests that staff return with implementation, operational and funding plans for its further consideration during the FY 24-25 budget process, if not sooner.

