

# Portland Clean Energy Community Benefits Fund (PCEF) Roundtable

## Key Takeaways

### **Low carbon, equitable 82<sup>nd</sup> Ave Corridor Meetings #1 & #2**

February 2, 2023, 1 p.m. – 3 p.m.

February 16, 2023, 12 p.m. – 3 p.m.

The Portland Bureau of Transportation (PBOT) will expend \$80 million by 2026 on near-term critical fixes including new streetlights, pedestrian crossings, pavement rehabilitation, accessible curb ramps, and safety improvements. Prosper Portland, Portland Housing Bureau, and PBOT are also investing \$2.5 million through the American Rescue Plan Act in small businesses and residential stabilization.

Distribution of grant funding will occur over four years, will be guided by PCEF's guiding principles, and will occur for projects within a half-mile radius of 82<sup>nd</sup> Ave, though exceptions may be made for projects outside that radius on a case-by-case basis.

There will be a preference for projects that occur in neighborhoods with PCEF priority populations including areas around Roseway, west of 82<sup>nd</sup> Ave in the Jade District, and Lents. The program will include community and business engagement and technical assistance, and capacity building to enable successful implementation of the program. Community stakeholders will be involved in establishing grant project criteria and participate in project application selection and review.

The following document summarizes feedback from participants from PCEF's roundtable discussions.

### Key Takeaways

- Many areas on 82<sup>nd</sup> Ave are a heat island and need more greenspace/trees to increase livability and comfort with activities like walking, biking, etc.
- Anti-displacement mechanisms are crucial in planning for any improvements to this area to prevent gentrification
- The corridor boundaries should be overlaid with where priority populations live, heat island & food island maps, and high crash corridors rather than arbitrary lines
- Workforce development for people in the community to support new infrastructure installation will be beneficial
- Plans for long-term management and maintenance of PCEF funded improvements is critical

### Existing Conditions

- Very few trees and green spaces for the people who live there
- Walking and biking are not safe and comfortable, driving is the main mode of transit

- There is a mixture of locally owned businesses and franchise owned businesses
- Large swaths of underutilized parking lots

## Desired State

- Livable place where people feel safe
- People of all ages being able to walk and bike along 82<sup>nd</sup> without fear
- Retention of the people that currently live there
- Greenspace and trees along 82<sup>nd</sup>
- Any energy produced by solar panels in the corridor are consumed in the corridor
- Existing mature trees are retained
- Investments made in the area get at root causes of the issues

## Barriers

- Competing government policy/jurisdictional issues
- Lack of land ownership and livable incomes in the corridor to prevent people from being displaced
- Establishment and maintenance needs for new trees
- Financial burden of green infrastructure and EV-charging maintenance for small businesses
- Cost of solar panels and maintenance
- Lack of a local organization with capacity to oversee funding program

## Key opportunities

- Coordination with the Water Bureau on access to water for establishing new trees
- Support from private partners like Nike to add bike racks and possibly help subsidize transportation costs
- Seeding the community with funds to begin their own projects like community gardens, tree planting, or even depaving
- Opportunity to conduct a needs assessment study, using community members to help with outreach while also providing an opportunity for workforce development
- Incentivizing small businesses to install EV charging to reduce carbon emissions and attract customers to small businesses vs. large chains
- Outreach and coordination with small businesses for participation in GHG reduction and sequestration initiatives
- Accessibility enhancement along the corridor over the next several years
- Multiple empty planting strips exist that could get trees and many large, underused parking lots could be candidates for depaving