

DRAFT - CAP Update Actions

(October 22, 2013)

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BUILDINGS and ENERGY	
2030 Objective 1. Reduce the total energy use of all buildings built before 2010 by 25 percent	
1A	Residential Energy Performance Ratings - Require energy performance ratings for all homes so that owners, tenants and prospective buyers can make informed decisions about energy costs and carbon emissions.
1B	Commercial Energy Performance Benchmarking - Require energy performance benchmarking and disclosure for commercial and multi-family buildings. Support improved access to utility data for building owners and managers seeking to improve energy and water performance.
1C	Partnerships - Establish long-term partnerships to coordinate equitable access to energy-efficiency resources, incentives, assistance, financing, outreach, education and other tools to residents and businesses. Support neighborhood efforts, including ecodistricts, to improve energy performance of buildings.
1D	Operations and Maintenance - Work with partner organizations to promote building retrocommissioning and operation and maintenance practices that improve affordability, comfort, and energy efficiency in all commercial buildings.
1E	Financing Tools - Develop and expand financing tools such as Clean Energy Works Oregon and Property Assessed Clean Energy that are broadly accessible to households and building owners throughout the community.
1F	Carbon Tax - Support a statewide carbon tax to generate new funding for clean energy while alleviating regressive impacts. Prioritize investments that benefit low-income residents and communities of color.
1G	Weatherization Prohibition - Revisit the City Charter weatherization prohibition to allow requirements for energy efficiency improvements. Consider benefits and burdens to low-income residents and communities of color in any future requirements.
1H	Small Commercial - Support energy efficiency improvements to small commercial buildings especially in underserved communities.
1I	Rehabilitation and Adaptive Reuse – Promote rehabilitation, adaptive reuse, and energy and seismic upgrades of buildings to conserve natural and historic resources, reduce waste, and improve public safety.

	2030 Objective 2. Achieve zero net carbon emissions in all new buildings and homes.
2A	Oregon Building Code - Continue participating actively in the process to revise the Oregon building code to codify performance that targets net-zero energy by 2030.
2B	Zoning Bonuses - In alignment with the Central City 2035 Plan, explore the feasibility of establishing minimum performance and affordability standards as a means to qualify for floor area or height based zoning bonuses.
2C	Demonstration Projects - Showcase nearly-zero energy buildings such as furnace-free Passive Houses.
2D	Community Benefit Agreements - Use community benefit agreements and other tools to ensure economic and environmental benefits are shaped by low-income communities and communities of color.
	2030 Objective 3. Reduce the carbon intensity of energy supplies and produce 10 percent of the total energy used within Multnomah County from on-site renewable sources and clean district energy systems.
3A	Electricity Supply - Collaborate to reduce the use of coal and natural gas in Portland's electricity mix while mitigating potential cost burdens to low-income ratepayers.
3B	Installed Solar - Reach 30 megawatts of installed solar photovoltaic capacity and promote broad accessibility to households and businesses throughout the community
3C	Community Solar - Support the development of community solar projects that benefit communities of color and low-income communities.
3D	Renewable Energy Policy - Participate in statewide policy discussions to support a strong market in Oregon for renewable energy, including solar, wind, geothermal, biogas and biomass.
3E	District Systems - Support development and expansion of district heating and cooling systems.
3F	Coal Exports - Continue to oppose coal exports through Oregon until a comprehensive Environmental Impact Statement is completed.
3G	Biogas - Continue to support development of local and regional biogas resources, including anaerobic digestion of food scraps.
	URBAN FORM and MOBILITY
	2030 Objective 4. Create vibrant neighborhoods where 80 percent of Portland and Multnomah County residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit. Reduce daily per capita vehicle miles traveled by 30 percent from 2008 levels.
	Funding
4A	State Transportation Funding - Develop a coalition to adopt a new state multi-modal transportation funding source for transit, bicycle and pedestrian services and facilities, including provisions that prioritize multi-modal designs that reduce vehicle miles traveled, reduce fatalities and injuries and achieve local land use and equity goals.
4B	City Transportation Funding - Establish a sustainable funding source adequate to maintain the existing transportation system and to invest in transportation capital projects and programs that reduce carbon emissions and improve equity.
4C	Youth Transit Pass - Identify and resolve barriers to providing transit passes to all youth; attempt to secure funding for youth transit passes.

State and Regional Planning and Projects	
4D	Urban Oregon Department of Transportation Projects - Work with Oregon Department of Transportation (ODOT) to ensure that local ODOT facilities are developed, analyzed, funded and operated to achieve state and local carbon reduction targets; improve equity and support other triple bottom line benefits. Evaluate the costs and benefits of City ownership and management of ODOT's "orphan highways." Orphan Highways are former US numbered highways that are managed by the state, but carry significant local traffic and are major local thoroughfares.
4E	Urban Growth Boundary - Continue to advocate maintaining the current Urban Growth Boundary. Among other actions: <ul style="list-style-type: none"> a) Exhaust all options in support of accommodating all population and business growth within the existing Urban Growth Boundary. b) Prioritize elements of the Climate Smart Communities scenarios that have the greatest potential for reducing carbon emissions. c) Use state and local targets for carbon emissions reduction as a primary factor in the development and review of Metro's Urban Growth Report in 2013. d) Maximize benefits and consider impacts to communities of color and low-income communities when analyzing conditions and making recommendations about Urban Growth Boundary decisions.
4F	2014 Regional Transportation Plan - Work with Metro and other local governments to: <ul style="list-style-type: none"> a) Include incentives for plans and projects that analyze and show progress toward reducing carbon emissions, improving access to transportation options and achieving other regional goals. b) Develop a common regional project evaluation and prioritization methodology for, at a minimum, climate, safety, health, equity and cost effectiveness and for prioritizing projects for regional funding.
4G	2018 Regional Transportation Plan - Prior to commencing work on the 2018 RTP, work with Metro and other local governments to: <ul style="list-style-type: none"> a) Establish a method for projecting the life cycle carbon footprint of transportation investments, including embodied energy, operations and maintenance; b) Implement multi-objective evaluation and decision-making processes for the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and their technical advisory committees, which make the reduction of lifecycle carbon emissions, long-term cost effectiveness, health and equity key criteria for project funding. c) Develop modeling tools to evaluate the carbon emission implications of land use and transportation proposals. d) Align regional mode share targets with regional carbon reduction targets and encourage the development of mode share targets specific to the varying community needs and transit infrastructure around the region.

4H	Regional Transportation Demand Model - Work with Metro to refine the regional travel demand model to improve projections of vehicle demand and non-auto mode share. Utilize forecasting tools and methodologies that identify investments resulting in achieving climate targets.
4I	Eastside Service Enhancement – The City and County will participate in the Eastside Service Enhancement project by providing technical assistance and detailed knowledge about local conditions and local needs such as access to employment and community services.
City and County Planning	
4J	Decision Making - Develop and implement a decision-making framework designed to achieve climate, equity, safety, health, and prosperity goals and targets when making major infrastructure, transportation, land use and community development plan (e.g., Comprehensive Plan, Transportation System Plan and corridor plan), project development and investment decisions (e.g. Capital Improvement Plans). Consider existing systems, like STARS and MOSAIC as models.
4K	East County Transportation System Plans - The County will advocate and provide technical support for including carbon emission reduction, health and equity criteria in the Troutdale and Fairview Transportation System Plans.
4L	Portland Transportation System Plan – In the update of the Transportation System Plan, incorporate: a) The transportation-related carbon reduction and vehicle miles traveled reduction targets from the Climate Action Plan. b) Multi-objective project evaluation criteria (e.g. climate, equity, economic benefit, health, safety, and cost effectiveness), project development and performance monitoring recommendations in the Transportation System Plan update project. c) Updated mode share targets that are likely to achieve carbon reduction targets, potentially including different mode share targets for Portland’s different pattern areas (Central City and Eastern, Western and Inner Neighborhoods) to respond to community needs and conditions.
4M	Citywide Mode Share Targets - Ensure that mode share targets are consistent across all City plans, such as the Comprehensive Plan, Transportation System Plan and the Climate Action Plan.
4N	Planning Scenario Evaluations - Require evaluations of major planning scenarios, Comprehensive Plan and Transportation System Plan decisions to include estimates of carbon emissions. Partner with Metro and regional jurisdictions to develop modeling tools for evaluating emissions impacts of land use and transportation decisions and monitoring carbon emissions.
4O	Track Transportation-related Carbon Emissions - Develop an annual reporting mechanism for tracking transportation carbon emissions. The report will include key performance measures and will document progress toward emission reduction goals. Key measures include commute mode share, VMT by vehicle type, traffic 5Wflow on major arterials and highways, fuel efficiency of vehicles and total carbon emissions from the transportation system.
5P	Healthy Connected Neighborhoods – Continue to support the development of neighborhoods with walkable and bikeable access to services and good connections to transit by implementing the Portland Plan’s Healthy Connected City strategy and completing a Comprehensive Plan with supportive maps, goals, policies and projects.

City and County Projects and Programs	
4Q	Access to Transit - To increase transit ridership, promote affordable housing development along existing and planned high capacity transit lines and frequent transit routes and in opportunity areas identified by the Portland Housing Bureau using regulatory tools such as inclusionary zoning, and other voluntary approaches. Identify additional housing opportunities as part of the SW Barbur and Inner Powell-Outer Division high capacity transit planning projects.
4R	Pedestrian-friendly Multi-dwelling Buildings - Review design and development standards for multi-family buildings and driveways in East Portland, identify any changes needed to create more pedestrian-friendly environments and revise regulations as needed.
4S	Brownfield Remediation - Increase public investment and establish approaches to substantially overcome financial-feasibility gaps of brownfield redevelopment and strive for cleanup and redevelopment on 60 percent or more of brownfield acreage in Portland by 2035 to accommodate growth within the Urban Growth Boundary.
4T	Transit Coverage and Efficiency - Explore joint projects with TriMet to improve transit efficiency and reliability. In assessments of existing service and efficiency, include analyses of the demographics of riders to provide a basis for ensuring that improvements positively benefit transit-dependent residents.
4U	Improved Street Connections - Review existing policies and practices to identify impediments to street and sidewalk connections through private development citywide, (e.g., insufficient nexus for requirements, minimum lot size requirements, waivers, etc.) and explore options for City-initiated development of connections. Develop a plan to improve policies and practices, if needed. Build on research conducted by organizations like the Oregon Public Health Institute.
4V	Safe Routes to School - Continue to support Safe Routes to Schools programs. The County will support the expansion of the Safe Routes to Schools Program in East County school districts, including fully implementing the Troutdale Safe Routes to School action plan.
4W	Street Design - Adopt a variety of street design standards for residential streets that make street construction less expensive and more practical and biking and walking safer, especially in East and SW Portland.
4X	Separated Bike Facilities - Create a focused program to address separated bikeway facilities, particularly on high-traffic streets without the potential for bicycle facilities on parallel streets.
4Y	Transportation Demand Management – <ul style="list-style-type: none"> a) Develop and implement comprehensive, culturally appropriate, transportation demand management (TDM) programs and best practices for: new transportation capital investments, new development, schools, current and new residents, and employees. b) Integrate TDM standards into comprehensive plan code changes for institutional and commercial development. c) Encourage major employers or groups of employers with non-office work shifts and that are hard to reach or hard to serve by transit to develop shared van services for employees.
4Z	Portland Parking Strategy - Evaluate and revise parking strategies to support vehicle miles traveled-reduction goals and Comprehensive Plan policies that promote density within centers and along corridors.
4AA	County Bridges - The County will identify opportunities for expanding pedestrian, bicycle and other multi-modal transportation options on Willamette River bridges; explore alternatives to minimum auto lane requirement to support future multi-modal opportunities; complete Greenroads certification for the Sellwood Bridge project and engage the community and industry peers on sustainability innovations and achievements on the project; implement a

	strategy for reducing unnecessary idling during Willamette River bridge lifts.
4BB	Separated Bike Facilities - Create a focused program to address separated bikeway facilities, particularly on high-traffic streets without the potential for bicycle facilities on parallel streets.
4CC	Car Sharing - Partner with private car sharing companies to increase access to vehicles with the goal of broadening access to all communities, reducing the attractiveness of personal or household car ownership.
Federal Coordination	
4DD	High Speed Rail - Work with regional partners to continue to advocate for high speed rail; collaborate and participate in alignment planning to improve regional connections along the I-5 corridor to Seattle and Vancouver B.C., to the north and Salem and Eugene to the south, while mitigating potential impacts, such as displacement, on low-income residents.
4EE	Federal Partnerships - Partner with federal agencies, including Housing and Urban Development, the Environmental Protection Agency, the Department of Transportation, on efforts like the interagency Partnership for Sustainable Communities. Explore and apply for federal grant opportunities in the City and County.
2030 Objective 5. Improve the efficiency of freight movement within and through the Portland metropolitan area.	
5A	Freight Facilities - Protect existing intermodal freight facilities (rail, port, airport connections, etc.). Support centrally located and regionally significant industrial areas that may provide for future intermodal facilities and also enable efficient local deliveries.
5B	Freight Movement - Identify ways to improve freight movement (reduce traffic delays, idling, etc.), including systems that inform drivers of existing conditions and route alternatives and the collection and sharing of truck trip routing data to identify where operational or infrastructure inefficiencies exist.
2030 Objective 6. Increase the average fuel efficiency of passenger vehicles to 40 miles per gallon and improve performance of the road system.	
6A	Federal Fuel Standards - Support progressive strengthening of federal fuel-efficiency standards.
6B	Intelligent Transportation Systems and Freeway Management - Explore options for managing freeways at optimum speeds and traffic flows, including restricting access when freeways are at capacity. Tie this action to a traveler information app that informs people about transportation choices, travel times, etc.
6C	Mobile Transportation Services - Support the creation of and share information needed to create mobile and desktop applications that enable people to compare commute mode times via mode based on real-time traffic data. Encourage opportunities to advertise and alert people to transit options.
2030 Objective 7. Reduce the lifecycle carbon emissions of transportation fuels by 20 percent.	
7A	Electric Vehicle Infrastructure - Accelerate the transition to plug-in hybrids and electric vehicles by supporting the installation of a network of publicly available electric car charging stations.
7B	Low-carbon Fuel Standards - Advocate for the adoption of low-carbon fuel standards at the federal and state levels.
7C	Tar Sands - Encourage petroleum refineries to provide products that are not sourced from tar sands.

CONSUMPTION and SOLID WASTE	
2030 Objective 8. Reduce total solid waste generated by 25 percent.	
8A	Be Resourceful Campaign - Utilize the Be Resourceful campaign to connect residents to information and resources to get the things they need. Key strategies include: 1) buy smart (plan before purchasing, buy local, gifts of experience, purchase durable goods); 2) fix and maintain, 3) reuse, 4) share, borrow, or rent goods.
8B	Performance Measures - Explore tools, strategies, and performance measures to quantify economic, equitable and environmental impacts of buying smart, reusing, repairing and sharing.
8C	Business Waste Prevention - Increase awareness of and participation in targeted waste-prevention practices in the business community.
8D	Food Waste - Support food waste prevention, donation, and use as animal feed. Support donating food waste to organizations that feed vulnerable or homeless populations. Support partnerships between food generators and food distributors.
8E	Waste Paper and Plastic - Research strategies for reducing wasted paper and plastic in a commercial setting--for example, reducing use of single-use items and single-sided printers.
8F	System Development Charges - Review systems development charge methodologies and evaluate options that could promote housing affordability and reduce environmental impacts.
2030 Objective 9. Recover 90 percent of all waste generated.	
9A	Composting - Continue to encourage Portland residents to "Include the Food" in their green Portland Composts! roll carts. Increase voluntary participation in commercial food scrap collection by identifying businesses that face barriers to participation and providing direct outreach and assistance.
9B	Commercial Food Scraps - When sufficient regional food scrap processing capacity is developed, implement mandatory commercial and voluntary multifamily food scrap collection.
9C	Technical Assistance - Provide technical assistance and resources to at least 500 businesses per year to improve waste prevention and toxics reduction practices and to meet the requirement to recycle paper, metal and glass. Prioritize technical assistance to minority- and women-owned businesses.
9D	Materials Management - Continue to work in partnership with regulatory agencies including Metro and the Oregon Department of Environmental Quality (DEQ) to implement DEQ's Materials Management in Oregon: 2050 Vision and Framework for Action. Ensure that the needs of low-income communities and communities of color are represented in the vision and action items implemented.
9E	Construction and Demolition Debris - Provide technical assistance to contractors and construction firms to meet Portland's construction and demolition debris requirements, giving priority to salvage and reuse activities.
9F	Deconstruction and Salvage - Promote alternatives to traditional building demolition such as relocation, deconstruction and salvage, including the identification and removal of barriers and disincentives.
9G	Product Stewardship - Participate actively in the process to develop state and federal product stewardship legislation.
9H	Portland Recycles! Plan - Review and update the Portland Recycles Plan. Evaluate progress toward existing goals and refine goals and actions as needed. Explore options to increase recovery from residential, multifamily, and commercial sectors. Prioritize efforts to increase recovery from multifamily housing.

9I	Be Cart Smart - Promote recycling and composting through the Be Cart Smart campaign. Customize communications and engagement strategies for audiences including large families, linguistically isolated residents, renters and landlords to ensure that they have equal access to information and services.
9J	Commercial Recycling - Work with Metro to identify commercial garbage loads with a high level of recyclable materials.
9K	Public Event Recycling - Explore requiring mandatory recycling for large public events.
	2030 Objective 10. Reduce the carbon impacts of the waste collection system by 40 percent.
10A	Hauler Fleets - Continue to enforce requirements that reduce emissions from the garbage and recycling collection fleet, including requiring use of 20 percent biodiesel for all diesel vehicles and requiring regular replacement of fleet vehicles to ensure they meet the most recent emissions standards. Evaluate opportunities for further reducing emissions from garbage and recycling fleet.
	URBAN FORESTRY, NATURAL SYSTEMS and CARBON SEQUESTRATION
	2030 Objective 11. Sequester carbon by expanding the urban forest canopy to cover at least one-third of the city, and at least 20 percent of all residential neighborhoods, and reduce impervious areas to X percent.
11A	Trees - Continue tree planting and expand tree preservation and maintenance programs and incentives with a focus on low-canopy neighborhoods with populations at higher risk of adverse outcomes of urban heat island effects. Explore options for public and private incentives to reduce barriers to tree maintenance.
11B	Canopy Targets - Revisit urban forest canopy targets taking into consideration carbon sequestration, resiliency to climate change impacts, and tree-related benefits and burdens to vulnerable populations and underserved communities.
11C	Invasive Species - To protect human and ecological health and the urban forest, continue implementation of the City's Invasive Plants Strategy to prevent spreading through early detection, monitoring, management and removal of invasive plants from at least 3,000 acres of land, annually.
11D	Natural Resources - Protect and enhance natural resources that function as carbon reserves and provide climate resiliency, such as floodplains, open spaces, forests, wetlands and riparian areas, and healthy soil.
11E	Comprehensive Plan - Update Portland's Comprehensive Plan to recognize the importance of natural resources in sequestering carbon and improving resiliency, guide development to reduce impervious surfaces and sustain a functioning urban forest and natural systems, and support investments in land acquisition, watershed enhancement and regulatory updates (e.g., environmental and greenway overlay zones, drainage reserve rules.)
11F	Natural Infrastructure - Recognize and appropriately manage trees, natural areas and other natural resources as infrastructure assets of the City and County. Apply an appropriate valuation of the ecosystem services provided by green infrastructure, such as carbon sequestration, flood control, heat island reduction, water and air purification, storm protection and health benefits.
11G	Tree Code - Fund and implement the new Tree Code (Title 11, Trees) and other code and customer service improvements adopted through the Citywide Tree Project to emphasize the preservation of health trees, sustain the urban forest over time, encourage native trees, and

	increase canopy in tree-deficient areas.
	FOOD and AGRICULTURE
	2030 Objective 12. Reduce consumption of carbon-intensive foods and support a community-based food system.
12A	Outreach - Include food waste and low-carbon food choices in public outreach efforts.
12B	Partnerships - Create collaborative community partnerships with community based organizations and affinity groups, including low-income people and communities of color, to promote low-carbon diets and reduce food waste.
12C	Planning and Metrics - Integrate sustainable food system issues that affect climate into planning processes; where practical, incorporate quantitative goals and metrics.
12D	Engagement - Engage diverse communities to encourage healthful food production and distribution through low-cost incentives and public outreach.
12E	Policies and Programs - Develop policy and equitably provide programmatic resources to: increase the production and consumption of home-grown and locally sourced food, including support for farmers markets and community supported agriculture; expand economic opportunities in food production and distribution for low income people and communities of color; increase the use of public and private land and roof-tops for growing food; increase the planting of fruit and nut trees; and leverage the purchasing power of public and private institutions.
12F	Skills Development - Equitably promote educational opportunities for residents to gain skills in organic gardening, fruit production, animal husbandry, food preservation and cooking, and affordable, healthy eating.
12G	Food Justice Summit - The County will convene an annual Food Justice Summit to support collaboration between community partners around the goals of the Multnomah Food Initiative, which includes resource stewardship.
	COMMUNITY ENGAGEMENT
	2030 Objective 14. Engage impacted communities, especially communities of color and other historically underrepresented populations, in climate change related policy and program development and implementation.
13A	Alignment with Community Efforts - Identify and support grassroots and community based organization initiatives from low-income areas and communities of color that align with carbon emission reduction efforts and low-carbon lifestyles.
13B	Healthy, Connected Communities - Build partnerships by identifying and supporting existing community events that engage residents around the concept of healthy, connected communities.
13C	Expand and Deepen Engagement - Broaden and diversify community engagement, particularly in East County and with public school families and students, by partnering with community based organizations and leveraging community based programs such as libraries, SUN schools, and health clinics.
	2030 Objective 14. Motivate all Multnomah County residents and businesses to change their behavior in ways that reduce carbon emissions
14A	Portland CAN! (Climate Action Now) - Enhance and expand climate-related community engagement by improving the current Portland CAN! website. Add features such as

	interactive approaches, competition, rewards, visibility and recognition of achievements.
14B	Community Events - Revise the Portland CAN! campaign to create a simple and culturally relevant presence at community events; leverage Master Recyclers to table at more events.
14C	Business Technical Assistance - Increase the adoption of sustainable practices by Portland businesses by 1) providing free technical assistance and resources to 1,000 Portland businesses annually; 2) prioritizing minority owned business in targeted sectors; and 3) providing recognition for business achievements through Sustainability at Work certification.
14D	Neighborhood Metrics - Establish climate action metrics by neighborhood, including measures such as household energy use, vehicle miles traveled, walkability and bicycle commute rates that also reflect community priorities such as safety and accessibility; publicize metrics in culturally appropriate ways.
14E	Academic Partnerships - Partner with Portland State University to apply research to policy development, best practices and collaboration to address climate change.
14F	Fix-it Fairs - Conduct three Fix-it Fairs per year to engage underserved residents in carbon-reduction activities in the four areas of home, stuff, food and transportation choices; provide materials and resources in commonly spoken languages of those neighborhoods; and include a track of Spanish-language workshops at one of the fairs each year.
14G	Climate Action Teams - Catalyze existing and diverse social/community networks to form Climate Action Teams by tapping into existing community infrastructure and relationships to engage individuals and communities in a creative and culturally based ways. Identify funding for small community grants to support such efforts.
14H	Your Sustainable City - Continue to convene sustainability programs from multiple City bureaus under an umbrella campaign called “Your Sustainable City” to inform and engage diverse residents in sustainable choices; leverage County relationships to broaden outreach.
	CLIMATE CHANGE PREPARATION
	2030 Objective 15. Adapt successfully to hotter, drier summers with increased incidence of extreme heat days, and meet urban water temperature goals in at least 50 percent of total stream and river length in the city.
15A	Decrease Urban Heat Islands - Decrease the urban heat island effect, especially in areas with vulnerable populations, through strategies such as revegetation and tree planting, pervious paving and green infrastructure like bioswales and ecoroofs.
15B	Urban Heat Island Maps - Utilize information and maps of urban heat islands to help inform decisions and priorities about projects and programs that help to cool the urban environment.
15C	Health Impacts of Extreme Heat - Minimize health issues caused by extreme heat days and associated poor air quality, especially for vulnerable populations, by improving the preparation for and response by health, community service, public safety and emergency response staff and services.
15D	Cooling Centers - Coordinate operations of cooling centers and early warning and response systems.
15E	Ground Water Supply - Increase the resilience of Portland's water supply to drier summers by expanding the capacity of the groundwater systems and ensuring water is used efficiently by homes, businesses and in City and County facilities such as local parks.
15F	Bull Run Watershed - Continue to assess the potential impacts of climate change on the Bull Run watershed.
15G	Natural Systems and Increased Temperatures - Increase the resilience of natural systems to respond to increased temperatures and drought conditions by: a) Keeping natural areas, especially urban streams, cooler – including increasing the width of vegetated areas along streams and wetlands, and ensuring existing and new rules support wetlands and surface water temperature needs.

	b) Increasing the ability of plantings (natural areas, restoration sites, greenstreets, ecoroofs, etc.) to withstand drought conditions.
15H	Invasive Species - Protect and connect diverse habitats and support birds and other wildlife species needing to alter their range.
15I	Habitat Connectivity – Protect and connect diverse habitats and support birds and other wildlife species needing to alter their range.
15J	Urban-Wildland Interface Fires - Manage the risk of wildfires as a result of drier summers, especially in areas where homes and businesses are next to natural and forested areas.
15K	Bull Run Wildfire - In a co-management role with partner agencies, respond to fires in and around Bull Run watershed.
2030 Objective 16. Adapt successfully to warmer, wetter winters by reducing risks from flooding and landslides.	
16A	Floodplain Maps - Increase the resilience of the natural and built environment by working with local, state and federal partners to update floodplain data used in planning processes to reflect potential changes due to climate change variability.
16B	Managing Stormwater - Restore floodplains, reduce paved surfaces (to reduce stormwater runoff) and prepare to manage increased runoff amounts in streams.
16C	Disease Risk - Manage the increased risk of disease due to warmer, wetter winters by reducing health risks from and managing habitat for vector populations like mosquitoes, and strengthening education and outreach efforts to understand prevent and respond to vector-borne diseases.
16D	Landslide Risk - Manage the increased risk of landslides due to increased winter rainfall by: a) Identifying and monitoring landslide hazard areas. b) Incorporating landslide hazard reduction approaches into infrastructure planning projects, land use policies and city codes. c) Providing outreach and education on reducing landslide risks to private property owners.
2030 Objective 17. Build staff and community capacity to prepare for and respond to climate change.	
17A	Emergency Management - Strengthen emergency management capacity to prepare for and respond to weather-related emergencies, increase the capabilities of volunteer and service organizations, and develop response plans that minimize impacts on vulnerable populations.
17B	Community Resilience - Improve community capacity, especially vulnerable populations, to understand, prepare for and respond to climate impacts by build capacity of existing community organizations to respond to climate impacts, including weather-related emergencies, extreme heat and respiratory-related illness.
17C	Vulnerable Populations - Apply an equity lens to climate preparation action efforts and where possible prioritize participation and benefits to vulnerable populations.
17D	Mainstreaming Climate Preparation - Institutionalize climate preparation planning and best practices in City and County operations and decision-making, and monitor effectiveness of climate change preparation actions.
17E	Ecosystem Services - Evaluate economic, social, ecological benefits (ecosystem services) of natural resources and green infrastructure in land use and infrastructure planning. Prioritize areas with historic and current disinvestment.
17F	Green and Natural Infrastructure - Continue to integrate green infrastructure, natural resource protection and enhancement, and equity considerations into planning and implementation of public works projects and development-related goals, policies and regulations.
17G	Natural Resources Outreach and Education - Develop and implement outreach and education to residents about the multiple benefits of backyard habitat, depaving, rain gardens, trees, green streets, and urban natural resources, including climate-related benefits to human and ecological well-being.

17H	Asset Management - Recognize climate variables as a risk in how the City and County manage infrastructure.
17I	Monitoring and Data Collection - Improve monitoring and data collection for climate change trend tracking (streamflows, temperature, health of natural resources, storms, condition of infrastructure, heat-related illness, air quality, etc.).
17J	Improved Understanding of Local Impacts - Support monitoring programs and existing climate research to improve the understanding of local climate change impacts and to support climate preparation efforts, and advance new research around climate-related diseases, population shifts, food systems, etc.
17K	Adaptive Building Techniques - Support an adaptive building demonstration project that considers affordability, comfort, safety and strategies to achieve net-zero energy, water and waste.
	LOCAL GOVERNMENT OPERATIONS
	2030 Objective 18. Reduce carbon emissions from City and County operations by 50% from 1990 levels.
18A	Divestment - Establish City policies to hold no financial stake in fossil-fuel companies and encourage the State of Oregon to do the same. [for discussion]
18B	Financing Energy Efficiency - Identify internal and external funding sources and ongoing mechanisms to finance energy-efficiency upgrades in City and County facilities.
18C	Efficiency Projects – Improve energy efficiency of City and County operations: a) Implement all cost-effective (simple payback of ten years or less) resource-efficiency projects in City-owned buildings and facilities. b) Reduce carbon emissions from County-owned buildings by 2 percent each year through capital projects and operational improvements.
18D	Equipment Upgrades - Continue converting water pumps, water treatment and other energy intensive operations to more efficient technologies and change operational practices to improve efficiency.
18E	Resource Management - Develop and implement utility performance tracking for all City and County owned buildings and facilities. Develop a Countywide Strategic Energy Plan
18F	Lighting Upgrades - Complete conversion of the City and County street and roadway lighting from high pressure sodium lights to light emitting diodes (LEDs). Investigate dimming controls as those products come to market.
18G	Renewable Energy - Produce at least 15 percent of all electricity for City operations from on-site or district renewable energy sources such as solar, micro hydro, biomass and biogas.
18H	Biogas - Expand recovery and use of biogas at the City's wastewater treatment plant.
18I	Solar - Investigate third-party ownership and alternate financing models to expand the number of solar electric systems at City and County owned facilities.
18J	Waste Recovery - Recover 85 percent of all waste generated in City and County operations. Stop the growth of waste generation on a per employee basis. Where possible, ensure that recovered waste is not adversely impacting low-income populations or communities of color.
18K	Update Green Building Policies - Update the City's and County's green building policies to ensure that all new buildings and major renovations target net-zero energy by 2030.

18L	Green Building - Continue implementation of adopted green building policies for City- and County-owned facilities. Consider locating projects so results will have a positive impact on low-income populations and communities of color.
18M	Energy Audits - Complete energy audits on existing buildings.
18N	Salvage - Increase material salvage for City-owned full and partial building demolitions requiring a permit .
18O	Alternative Fuels - Prioritize low-carbon fuels for fleet vehicles, including E-10 Gasoline (minimum), B20 Ultra Low Sulfur Diesel (minimum), Propane, Compressed Natural Gas (CNG), Liquid Natural Gas (LNG), or electricity.
18P	Fleet Fuel Efficiency – Improve fleet fuel efficiency: a) Apply minimum fleet fuel efficiency standards for City’s fleet by ensuring that the average age of the fleet not being more than ten years old for emission-producing vehicles. b) Reduce carbon emissions from the County’s fleet by 10 percent through increased fuel economy.
18Q	Electric and Hybrid Vehicles - Purchase electric, plug-in hybrid and hybrid vehicles where the configuration and work characteristics meet the user’s needs.
18R	Low-Carbon Purchasing - Conduct a carbon emissions inventory of City purchases. Based on the results, prioritize efforts to reduce carbon emissions associated with City procurement decisions.
18S	Sustainable Procurement - Where practical, include the sustainable practices of prospective vendors, contractors and service providers as evaluation criteria in procurement decisions.
18T	Sustainable Wood - Support the use of sustainable wood products for City-owned building and landscape projects.
18U	Budget Performance Measure - Explore options for a climate action performance measure to be incorporated into the City’s annual budgeting process where appropriate.
18V	Teleconferencing - Establish video and/or web conferencing capability in all major City and County facilities and train staff to leverage these tools to reduce travel. Continue using face-to-face meetings when appropriate.
18W	Staff Training - Support the development of climate-related best practices and staff training materials for policies and projects. Develop staff training opportunities.
18X	Sustainable Jails Project - The County will continue to implement the Sustainable Jails Project.
18Y	Workforce Development - Support workforce development for low-income people and communities of color in the sustainability field by: assessing and building the capacity of MWESB firms to work on climate action projects, ensuring recruitments for related staff positions reach underserved populations, and maximizing career development opportunities in the fields of energy, green building, transportation, planning, natural resources, etc..