



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

M E M O

March 25, 2021

To: City Budget Office

From: Andrea Durbin, Director

Subject: Spring BMP — Bureau of Planning and Sustainability

With this memo, I am conveying the FY 2020-21 Spring BMP submittal for the Bureau of Planning and Sustainability, the Solid Waste Management Fund, the Community Solar Fund, and the Portland Clean Energy Community Benefits Fund.

As per the Mayor's guidance, BPS' requests are focused on completing one-time projects along with technical adjustments to our current year budget that reflect our work plan priority shifts due to the pandemic and council direction.

BPS' add requests for this Spring BMP include:

- \$100,000 through program carryover to continue the Age Friendly City project. The focus of this work has pivoted to directly support Portland's COVID-10 response. This funding directly supports our Age Friendly Project Coordinator, who is the project lead for the Aging and Disability Community Project at the Emergency Command Center.
- \$210,000 carryover for our compliance work with the National Flood Insurance Program (NFIP) per Federal Emergency Management Agency (FEMA) regulations. BPS was allocated \$260,000 in one-time funds in Fall BMP.
- \$1,505,000 in Grants and bureau-to-bureau interagency revenues to be added in FY 2020-21, a majority of which is CARES Act related.

We are also making technical adjustments amounting to \$538,000 in General Fund to appropriately resources existing essential programs to reflect updated workplans and priorities as a result of Council direction and in response to the COVID-19 pandemic.

Thank you.



PN - Bureau of Planning & Sustainability DP Type Technical Adjustments

Request Name: 11631 -Technical Adjustments

Package Description

General Fund 100000. BPS requests to reallocate about \$485,000 in personnel savings to contracts:

- \$15,000, consultant services to expand documentation of African American Community historic resources.
- \$120,000, consultant services for Residential Infill Project Part II economic analysis, the Economic Opportunity Analysis public engagement and outreach to BIPOC community; Anti-Displacement investment impact study.
- \$20,000, professional services to support community engagement for a new ordinance re: privacy/surveillance that BPS will bring to City Council in Fall 2021. Engagement activity is targeted for summer, it would include designing and running a community and BIPOC-led workgroup similar to what we did with the digital divide CARES Act project.
- \$120,000, additional community grants (to Imagine Black and United Oregon) to increase capacity to participate in community workshops, especially for people with limited English proficiency.
- \$70,000, hire temp support through the end of fiscal year to meet staffing gaps in bureau business operations.
- \$140,000, consultant services to support climate emergency work, bureau strategic planning, and bureau rebrand and communication software acquisitions.

BPS also requests to reallocate about \$53,000 in External Materials and Services to Internal Materials and Services for IT purchases as part of the move to the Vanport Building.

Grants Fund 217001-217007

BPS requests \$42,977 in technical adjustments to appropriate expense categories of BPS Revenue Grants.

PCEF_229000

BPS requests to reduce \$657,400 revenue collection services IA with OMF Revenue Services. OMF plans on billing PCEF approximately \$260,000 by year end.

Service Impacts

n/a

Equity Impacts

n/a

Account Name	2020-21 SPRING Requested Adj
Expense	
Contingency	656,723
External Materials and Services	427,900
Internal Materials and Services	-603,800
Personnel	-480,823
Expense	Sum: 0

PN - Bureau of Planning & Sustainability

DP Type

New Revenue

Request Name: 11725 -Grants & IAA

Package Description

Grants true-up to awarded/approved amounts:

- PN000088 Metro Recycle FY 2020-21 (\$2,580) – The total award amount for Metro IGA FY 2020-21 for Annual Waste Reduction Plan, Business Technical Assistance & Outreach, and Business Food Waste Requirement is \$839,351. The total adopted budget for this grant is \$841,931. The adjustment is to reduce \$2,580 in budget appropriation for this grant.

- PN000089 Marine Industrial Land Analysis (\$15,000) – The original total award amount was \$60,000 on December 30, 2019. The Department of Land Conservation and Development notified us that the award amount was reduced to \$45,000 on September 17, 2020. This adjustment is to reduce \$15,000 in budget appropriation for this grant.

- MF000011 CARES Act (\$5,049,900) – The Council approved \$5,049,900 of CARES Act funding to BPS for Digital Divide project and ABC Care project. IAAs. The BMP will appropriate \$1,549,900 to the \$5,049,900 allocated amount.

IAAs:

- PUDL BPS-PBOT IA (\$26,889) – This project started for a total of \$175,000 in FY 2017-18 for BPS to support data management of emerging Smart Cities system, and to develop a communications and community engagement strategy for Smart Cities projects and data applications. BPS will not spend \$26,889 in FY 2020-21 and has requested the IAA with PBOT to be reduced by this amount.

Service Impacts

n/a

Equity Impacts

n/a

Account Name		2020-21 SPRING Requested Adj
Expense	Contingency	-2,580
	External Materials and Services	1,483,433
	Personnel	24,578
Expense	Sum:	1,505,431

Account Name		2020-21 SPRING Requested Adj
Revenue	Interagency Revenue	-26,889
	Intergovernmental	1,532,320
Revenue	Sum:	1,505,431

PN - Bureau of Planning & Sustainability DP Type GF Program Carryover

Request Name: 11738 -FEMA Floodplain Regulations Update Carryover

Package Description

In Fall BMP FY 2020-21, Council allocated \$260,000 to BPS to continue work on compliance with FEMA floodplain regulations. Since that time, BPS has begun to restaff the project since it was put on hold. Staffing has been the focus of the effort since Fall BMP and includes creating and recruiting for a CP II Env position. The hiring process for the new CP II Env is now nearing conclusion and we hope to have that person hired sometime in April. BPS requests to carryover \$210,000 of the allocation to continue the project in FY 2021-22.

Service Impacts

In FY 2018-19, the City began funding a multi-year effort to ensure the National Flood Insurance Program (NFIP) in Oregon complies with the Endangered Species Act, per Federal Emergency Management Agency (FEMA) regulations. Portland, as an NFIP-participating city, is required to update local development practices in regulated floodplains to protect salmon and steelhead habitat in a way that accounts for the effects of climate change or otherwise risk exclusion from the NFIP. The NFIP makes federally-backed flood insurance available to Portland residents and businesses.

Lack of compliance can result in:

- Loss of access to NFIP federally backed flood insurance for property owners in the floodplain. (Federal flood insurance as provided through the NFIP is not only available but discounted based on the level of community flood hazard mitigation and preparedness, as identified in FEMA's Community Rating System. Portland property owners currently receive a 20% discount.)
- Loss of ability to qualify for federal disaster funding for floods, both pre- and post-disaster.
- Risk of third-party lawsuit by the plaintiffs whose lawsuit against FEMA's NFIP resulted in the jeopardy Biological Opinion.
- Continued negative impacts on the habitat of endangered salmon species.

Equity Impacts

Lack of compliance will have significant equity implications, as private flood insurance is not universally available and can also be cost prohibitive. Federal flood insurance as provided through the NFIP is not only available but discounted based on the level of community flood hazard mitigation and preparedness, as identified in FEMA's Community Rating System. Portland property owners currently receive a 20% discount.

Initial vulnerability analysis by BPS has shown the following to be true for residents living within the city's floodplains compared to the city as a whole: a larger share of households are renters; a larger share of the population are communities of color; a larger share of adults (25 or older) are without a four-year degree; and, a larger share of households are low-income (below 80% median family income).

Account Name	2020-21 SPRING Requested Adj
Expense	
External Materials and Services	-76,819
Personnel	-133,181
Expense	Sum: -210,000

Account Name	2020-21 SPRING Requested Adj
Revenue	
General Fund Discretionary	-210,000
Revenue	Sum: -210,000

PN - Bureau of Planning & Sustainability DP Type GF Program Carryover

Request Name: 11739 -Age Friendly Carryover

Package Description

In response to the COVID-19 emergency, the work intended for the Age Friendly Program manager was put on hold. The work shifted to COVID-19 response at the City’s Emergency Coordination Center (ECC) and, from September 2020 through February 2021, coordination of a CARES Act project to address social isolation and COVID-19 needs of underserved community members with disabilities, their caregivers, youth, and older adults. Part of the COVID-19 response work was covered by Federal relief funds, which resulted in GF salary savings. Allowing carry over of GF resources to FY 2021-22 will allow the Age Friendly program to resume the workplan originally directed and funded by City Council.

Service Impacts

The intent is to rollout the original project spoke as directed by Council in FY 2019-20.

Because Portland is becoming increasingly diverse and markedly older, these demographic trends require the City to better understand the intersections between race and age as well considering sociodemographic factors such disability, geography, income, and more. To advance our city’s age friendliness, we must advance the 2035 Comprehensive Plan and the Action Plan for an Age-Friendly Portland, while addressing racial equity, reducing disparities, engaging with, and advancing opportunities for under-served and under-represented communities, and co-creating the City’s plans, policies, and programs.

Age-friendly community development is always ongoing as there is no designation or certification; rather, the City of Portland has committed to moving toward age friendliness indefinitely. An age-friendly community is asset-based, seeks to address causes of inequities, and requires understanding the evolving experiences related to age and ability. BPS’ work to advance Portland’s age friendliness will include focusing on intergenerational community engagement and developing key strategies as part of the 20135 Comprehensive Plan.

Equity Impacts

A key component of the Age Friendly Program is to increase awareness and outcomes related to the intersection of race, age, and disability. The program has begun the development of partnerships across bureaus and external partners to advance age-friendly approaches and outcomes in East Portland (e.g., anti-displacement, childcare, urban heat islands, mobility, physical accessibility, intergenerational programs, Children’s Levy). Fundamental to this work is to ensure there is understanding of intersections between race, age, (dis)ability, income, housing, and displacement so that policies and programs can more holistically address disparities across our most vulnerable communities.

Account Name		2020-21 SPRING Requested Adj
Expense	Personnel	-100,000
Expense	Sum:	-100,000

Account Name		2020-21 SPRING Requested Adj
Revenue	General Fund Discretionary	-100,000
Revenue	Sum:	-100,000

PN - Bureau of Planning & Sustainability DP Type Other Adjustments

Request Name: 11741 -Convert Limited Term Positions to Regular

Package Description

BPS is requesting the position conversations for three positions within the bureau, two project management positions within the Portland Clean Energy Fund (PCEF) program and the third within our Technical Services program. The two positions in PCEF are Coordinator IIs, and the Technical Services position is a GIS Analyst III.

Service Impacts

As annual Clean Energy Surcharge revenue estimates are coming into greater resolution, we are seeing greater revenues than those anticipated during original staff planning and decisions. In early staff planning, a revenue estimate of \$44 million annually was used to take a more conservative approach to planning. As a result, several positions were planned as limited term to provide flexibility to respond to the administrative cap that would take effect beginning FY 2022-23. However, given significant project management needs associated with clean energy, and green infrastructure/regenerative agriculture projects, dedicated long-term staff resourcing is essential to meet program needs identified in the PCEF code, PCC 7.07.

The GIS Analyst serves a critical role within the bureau provide GIS support to our planning, climate and PCEF projects and programs. The program has is funded via ongoing General Fund, and the role has become essential to meeting both City and state mandates.

Equity Impacts

BPS continues to emphasize recruitment and hiring practices that encourage qualified Black, Indigenous, and people of color to apply and join our bureau.

Account Name		2020-21 SPRING Requested Adj
Expense	Personnel	0
Expense	Sum:	0

Business Area Projection Report

Bureau of Planning & Sustainability - Fund 100

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
External Materials and Services	\$1,847,056	\$263,001	\$1,847,056	
Internal Materials and Services	\$335,940	\$449,040	\$335,940	
Personnel	\$8,682,533	\$5,547,683	\$8,647,533	
Sum:	\$10,865,529	\$6,259,723	\$10,830,529	

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
General Fund Discretionary	\$9,216,129	\$0	\$9,216,129	
General Fund Overhead	\$857,477	\$0	\$857,477	
Interagency Revenue	\$791,923	\$534,325	\$756,923	
Sum:	\$10,865,529	\$534,325	\$10,830,529	

Revenue Discussion

BPS requests carryover of approximately \$310,000 from the General Fund discretionary resource to continue the Floodplain Regulations : Age Friendly Program in FY 2021-22. In addition, the bureau-to-bureau interagency forecast shows about \$35,000 in IAA revenue that BP won't bill mainly due to position vacancies and a requested \$27,889 in reduction of bureau-to-bureau IAA revenue with PBOT.

Revenue Risks

Expenditure Discussion

BPS requests about \$310,000 in one-time General Fund thru program carryover to continue the Floodplain Regulations and Age Friendly Program in FY 2021-22. In addition, the bureau has requested to shift \$485,000 in position savings to contracts to continue our work on the Anti-Displacement Action Plan, climate justice initiatives as well as technical support for ongoing projects. The requested shift reflects the bureau's continued emphasis on resourcing community partners that co-create policy and programs with the City.

Expenditure Risks

Other Notes

Business Area Projection Report

Bureau of Planning & Sustainability - Fund 217

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Contingency	\$6,395	\$0	\$0	
External Materials and Services	\$5,621,609	\$5,233,289	\$5,554,212	
Internal Materials and Services	\$43,983	\$3,829	\$25,805	
Personnel	\$1,412,774	\$784,006	\$1,195,875	
Sum:	\$7,084,761	\$6,021,124	\$6,775,892	

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Intergovernmental	\$7,084,761	\$848,101	\$6,775,892	
Sum:	\$7,084,761	\$848,101	\$6,775,892	

Revenue Discussion

Additional CARES Act funding of \$1.55 million will be added to the BPS budget in the Spring BMP. All grants ending in FY 2020-21 will be spent except those that are multi-year grants, for which the remaining balance will be carried over into FY 2021-22 through the Fall BMP.

Revenue Risks

Expenditure Discussion

Additional CARES Act funding of \$1.55 million will be added to the BPS budget in the Spring BMP. The variances of expenditures are due continuation of Metro and other grant projects that are multi-year grants and will be requested to be carried over into FY 2021-22 thru the BMP.

Expenditure Risks

Other Notes

Business Area Projection Report

Bureau of Planning & Sustainability - Fund 224

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Ending Fund Balance	\$103,599	\$0	\$88,799	
Sum:	\$103,599	\$0	\$88,799	

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Beginning Fund Balance	\$93,647	\$0	\$80,398	
Fund Transfers - Revenue	\$3	\$0	\$0	
Miscellaneous	\$9,949	\$4,814	\$8,401	
Sum:	\$103,599	\$4,814	\$88,799	

Revenue Discussion

The Community Solar Fund accounts for expenses and revenues associated with the installation of solar electric systems on community buildings. The accrued revenue is used to install new, small-scale solar electric systems on community building. The fund receives revenue from the electric utility companies in the form of a 15-year stream of incentive payments based on the energy produced from each solar er system.

Revenue Risks

Expenditure Discussion

Expenditure Risks

Other Notes

Business Area Projection Report

Bureau of Planning & Sustainability - Fund 229

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Contingency	\$55,104,709	\$0	\$0	
Ending Fund Balance	\$44,000,000	\$0	\$129,225,658	
External Materials and Services	\$10,158,100	\$32,185	\$1,067,806	
Internal Materials and Services	\$1,028,009	\$429,502	\$1,028,009	
Personnel	\$1,653,041	\$695,781	\$1,232,386	
Sum:	\$111,943,859	\$1,157,469	\$132,553,859	

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Beginning Fund Balance	\$67,943,859	\$0	\$67,943,859	
Miscellaneous	\$0	\$75,861	\$110,000	
Taxes	\$44,000,000	\$63,658,775	\$64,500,000	
Sum:	\$111,943,859	\$63,734,635	\$132,553,859	

Revenue Discussion

The Portland Clean Energy Community Benefits Initiative is the result of Ballot Measure 26-201 that was passed by Portland voters in November 2018. The Portland Clean Energy Community Benefits Fund represents an estimated \$44 to \$66 million in new annual revenue clean energy and clean energy jobs in Portland, with a focus on benefitting low-income residents and communities of color. The initiative v provide grants from the fund to qualified nonprofit organizations carrying out programs to deliver on the goals of the measure.

Revenue Risks

Expenditure Discussion

Personal Services will be underspent due to a longer-than-usual hiring process, amplified by COVID-19 and teleworking constraints. The program is still confirming staff assignments, which also has taken longer due to COVID-19 constraints. External Materials and Services w also be underspent, caused by the team not being fully staffed to spend and encumber contracted work. In addition, there were delays due limited Central Procurement capacity, and program staff could not begin their work. With the program still in its early stages, we budgeted larger amount than anticipated, only to find out after the fact it wouldn't all be spent. Internal Materials and Services is anticipated to be full expensed.

Expenditure Risks

Other Notes

Business Area Projection Report

Bureau of Planning & Sustainability - Fund 605

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Contingency	\$383,295	\$0	\$0	
Debt Service	\$79,889	\$5,614	\$79,889	
Ending Fund Balance	\$5,425,243	\$0	\$6,018,727	
External Materials and Services	\$2,856,691	\$1,256,857	\$2,199,500	
Fund Transfers - Expense	\$1,179,794	\$610,773	\$1,179,794	
Internal Materials and Services	\$1,787,028	\$860,603	\$1,744,028	
Personnel	\$2,707,979	\$1,735,301	\$2,354,589	
Sum:	\$14,419,919	\$4,469,149	\$13,576,527	

Major Object	2020-21 SPRING Requested Total	2020-21 February Actuals YTD	2020-21 SPRING Projection	% Proje to Requ
Beginning Fund Balance	\$6,307,111	\$0	\$6,307,111	
Charges for Services	\$4,519,510	\$1,688,247	\$3,725,111	
Interagency Revenue	\$5,000	\$2,500	\$5,000	
Licenses & Permits	\$3,452,612	\$1,605,618	\$3,479,019	
Miscellaneous	\$135,686	\$33,384	\$60,286	
Sum:	\$14,419,919	\$3,329,749	\$13,576,527	

Revenue Discussion

There are significant impacts from the COVID-19 health emergency anticipated for BPS solid waste revenues. BPS projected about \$1 mil revenue loss and has incorporated program savings/reductions to address it.

Revenue Risks

Expenditure Discussion

BPS anticipates about \$1 million in expenditure savings/reductions in Personal Service and Materials and Services budgets, mainly from vacancy savings and delays in contracting. This would fill the gap of revenue loss in commercial tonnage fees during COVID-19.

Expenditure Risks

Other Notes

FY 2020-21 Budget Note Update

Bureau of Planning and Sustainability

Date of Budget Note: July 1, 2020 in the FY 2020-21 Adopted Budget

Budget Note Title: CityFleet Climate Investments

Budget Note Language:

The Bureau of Planning and Sustainability and the Office of Management and Finance Division of Asset Management will report annually on the outcomes of the investments in climate action associated with green fleet and carbon reduction efforts for the next three years. Both bureaus will set clear definitions of success, including benchmarking performance measures for program evaluation prior to implementation of the initiatives. It is understood that the efforts underway will take time to implement, including the build-out of Green Fleet infrastructure and changes to consumption and use patterns. As the FY 2020-21 budget only includes limited resources for program expansion, it is critical to Council and the community that measurable results are achieved to warrant continued investments.

Summary Status: Underway

Budget Note Update: March 25, 2020

CityFleet's goal for green fleet conversion is to help the City reduce its carbon emissions to 50% of 1990 levels (or lower) by 2030, and achieve net zero carbon emissions before 2050, while ensuring that the measures adopted to create this outcome are economically beneficial and cost-effective for impacted bureaus, the City, and taxpayers.

Designing and implementing the City's green fleet transition plan is a multi-year process. First, the organizational resources and methodologies to do this work need to be developed, which is the focus of FY 2020-21; second, the physical infrastructure to support a converted green fleet – specifically access to affordable charging – needs to be developed, which will most likely happen in FY 2021-22; finally, fleet conversion must occur, which is already in flight for certain asset classes, but which will likely hasten as charging becomes more routinely available and harder-to-convert vehicle classes come to market.

In FY 2020-21, CityFleet and the Bureau of Planning and Sustainability have:

- Hired the City's first-ever Green Fleet Analyst, who is developing and institutionalizing analytical methods that are key to cost-effective green fleet conversion, including fleet/bureau utilization analysis; vehicle total cost of ownership/lifecycle analysis; and a concept sketch of what an economically beneficial multi-year conversion plan might look like. Design of these analytical tools began in January 2021 and is in process now.
- Engaged bureaus in discussions related to vehicle standardization, particularly for new green vehicles; this includes "rodeos" to introduce bureau partners and users to new types of electric vehicles, such as the Global Environmental electric sweeper, the Lordstown Endurance truck, and the Electrameccanica Solo. The first "rodeo" was held February 3, 2021, and this type of change management work will need to happen routinely henceforth to help bureaus

understand and embrace the changes that will come with fleet conversion.

- Engaged in significant advocacy with the Oregon Public Utility Commission (OPUC) regarding changes that the City would like to see to happen to electric utility regulation to allow for the at-scale, cost-effective development of “make ready” infrastructure (i.e., infrastructure that will connect the existing utility-owned electric distribution system to on-site charging equipment). These discussions are in flight with the OPUC, focused on our support for a docket that Portland General Electric (PGE) brought before the Commission that would enable a reasonable credit for fleet line extension build-outs. A decision on PGE’s docket is anticipated by Spring 2021.
- Developed a Charging as a Service Request for Proposal, which will go hand-in-hand with make ready infrastructure above to support the cost-effective provision of charging equipment access and “fuel” administration for bureau customers and CityFleet via a per-port charging subscription service. Issuance of this RFP is anticipated in Spring 2021.
- Worked with PGE to do a preliminary assessment of the City’s fleet and identify which vehicles have a positive economic case for conversion already. From this assessment, it appears that approximately 720 vehicles could be cost-effectively converted over the next 10 years depending on the cost of charging (make ready costs plus the charging subscription). This work was originally completed in Fall 2020 but is ongoing as business case assumptions are refined.

FY 2020-21 Budget Note Update

Bureau of Planning and Sustainability

Date of Budget Note: July 1, 2020 in the FY 2020-21 Adopted Budget

Budget Note Title: Carbon Reduction Efforts

Budget Note Language:

The Bureau of Planning and Sustainability and the Office of Management and Finance Division of Asset Management will report annually on the outcomes of the investments in climate action associated with green fleet and carbon reduction efforts for the next three years. Both bureaus will set clear definitions of success, including benchmarking performance measures for program evaluation prior to implementation of the initiatives. It is understood that the efforts underway will take time to implement, including the build-out of Green Fleet infrastructure and changes to consumption and use patterns. As the FY 2020-21 budget only includes limited resources for program expansion, it is critical to Council and the community that measurable results are achieved to warrant continued investments.

Summary Status: Underway

Budget Note Update: March 25, 2020

In BPS' FY 2020-21 Requested Budget, \$250,000 was requested in one-time General Funds to accelerate our carbon reduction efforts, with an emphasis on the transportation and building sectors and our ongoing climate justice initiatives. BPS was granted \$100,000 of that ask and has continued to advance policy work to meet our City's carbon reduction goals. In addition to existing goals, BPS has been responsive to the Climate Emergency Declaration that was passed by City Council in June of 2020. This work includes:

Decarbonization Analytics

- Energy signature analysis for low-performing buildings. This puts a practical analytical tool into the hands of building energy managers who are scoring poorly in our commercial benchmarking cohort.
- Decarbonization pathways (ie., carbon wedge or carbon budget) analysis. This is a critical data visualization tool and model that gives us scenarios for how to meet 2030 and 2050 emissions reductions targets.
- Carbon pricing analysis. A review of ways to send local price signals to the market to reduce carbon.

Community engagement on transportation decarbonization

- Workshops with stakeholders and community partners for Renewable Fuel Standard (RFS) update and Healthy Climate Fee. One of the RFS workshops is slated to address BIPOC workforce development opportunities.
- Direct grants in the Electric Vehicle (EV) code project, made to four culturally-specific community organizations (Imagine Black, Portland Tenants United, Verde) to inform what a mobility hub is/should be and to discuss other code concepts.

Research into policy options for equitably reducing greenhouse gases from transportation

- An exploration of multiple policy options for advancing racial equity while decarbonizing various sectors of the transportation system. Examples of policies under consideration: low-emissions zones, place-based indirect source rules, clean freight strategies, use of incentives and pricing models, and electrification of ride-hailing vehicles. The research layers include racial equity, public health, and air quality considerations.

FY 2020-21 Budget Note Update

Planning and Sustainability

Date of Budget Note: July 1, 2020 in the FY 2020-21 Adopted Budget

Budget Note Title: FEMA Floodplain Regulations Update

Budget Note Language: In FY 2018-19, the City began funding a multi-year effort to ensure the National Flood Insurance Program (NFIP) in Oregon complies with the Endangered Species Act, per Federal Emergency Management Agency (FEMA) regulations. Multiple City bureaus have collaborated and jointly supported floodplain regulation work in anticipation of new guidelines to be released by FEMA, which are expected to be finalized in October 2021 and have an 18-month compliance schedule. Continued work on the floodplain management workplan will continue in FY 2020-21 supported by the multi-bureau project team. However, due to the current COVID19 crisis and the sudden and dramatic decline of available discretionary resources, City discretionary funding for this work is on hold, pending clarity around the timeline of official guidance from FEMA. Once the timeline for guidance is confirmed, City Council intends to fully support compliance efforts.

Summary Status: Underway

Budget Note Update: March 25, 2020

In FY 2018-19, the City began funding a multi-year effort to ensure the National Flood Insurance Program (NFIP) in Oregon complies with the Endangered Species Act, per Federal Emergency Management Agency (FEMA) regulations. Portland, as an NFIP-participating city, is required to update local development practices in regulated floodplains to protect salmon and steelhead habitat in a way that accounts for the effects of climate change or otherwise risk exclusion from the NFIP. The NFIP makes federally-backed flood insurance available to Portland residents and businesses.

The Bureau of Planning and Sustainability received funding in the Fall 2020 BMP to continue work on the Floodplain Management Update Project. Since that time, BPS has begun to restaff the project since it was put on hold. Staffing has been the focus of the effort since Fall BMP and includes creating and recruiting for a CP II Env position. The hiring process for the new CP II Env is now nearing conclusion and we hope to have that person hired sometime in April.

In addition, support staff are in the process of preparing general outreach materials, creating a website, and finalizing a Public Discussion Draft of the Plan for release later this spring. BPS will be seeking a consultant to assist with public engagement, especially to people who speak languages other than English, and those who do not typically respond to City mailers. BPS is also finalizing a strategy for engaging with tribal governments.

Finally, the multi-bureau team (BPS, BES, BDS, and others) are preparing for a meeting with FEMA to continue to ensure that our work is in alignment and to confirm deadline for compliance.