



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

M E M O

September 9, 2021

To: City Budget Office

From: Andrea Durbin

Subject: FY 2021-22 Fall BuMP – Bureau of Planning and Sustainability

With this cover memo, I am conveying the FY 2021-22 Fall BuMP submittal for the Bureau of Planning and Sustainability (BPS), the Solid Waste Management Fund, the Community Solar Fund, and the Portland Community Energy Fund.

In response to the urgency of the climate crisis and the need for continued acceleration to meet our climate emergency declaration's directives, BPS is requesting \$211,060 in one-time General Fund to study the creation of a Climate Industry Hub that would accelerate innovation for Portland businesses to reduce emissions locally and ultimately abroad.



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To successfully advance implementation of the Portland Clean Energy Fund, BPS is requesting authority to hire 4 FTE staff positions and allocate an additional \$345,500 for program expenditures in FY 2021-22. This new allocation includes resources for outreach, technical, and administrative resources for potential applicants and grant funds. BPS is also requesting \$226,095 carryover from FY 2020-21, funding a BDS interagency, and adjusting the fund balance by \$72,702,912 from the Portland Clean Energy Fund.

In addition, the bureau requests \$488,399 and \$84,339 from General Fund and Solid Waste Management Fund, respectively, in encumbrance carryover and contracts which were committed in FY 2020-21 and \$215,899 in grants carryover. Other requests included are to adjust the Solid Waste Fund Balance by \$118,180, and two new requests, \$44,235 in bureau-to-bureau interagency revenue and \$87,622 in grant revenue.

Thank you.



PN - Bureau of Planning & Sustainability DP Type Technical Adjustments

Request Name: 12497 -Technical Adjustments

Package Description

- Overhead adjustments in General Fund, funded through revenue grants, \$52,043
- Reallocate from personnel to EMS for technical support and engagement work related to Spatial Justice and Anti-Displacement program next steps, \$60,000
- Reallocation from EMS to personnel costs, BES IA, \$1,936
- Reallocate EMS from general Outgoing Grants into Grant funding categories/subprograms in PCEF, \$61,017,000
- Reallocate PCEF admin budget to newly created Fund 229002, specifically to budget and track admin costs, \$2,499,100

Service Impacts

N/A

Equity Impacts

N/A

		2021-22 FALL Requested Adj
Expense	External Materials and Services	58,064
	Internal Materials and Services	-24,758
	Personnel	-33,306
Expense	Sum:	\$0

PN - Bureau of Planning & Sustainability DP Type New Revenue

Request Name: 12631 -Additional PCEF Admin Staff for Program Mgmt

Package Description

The Portland Clean Energy Fund (PCEF) is entering a milestone year as the Fund will be issuing its second grant application solicitation and significant awards of funds. To successfully advance implementation, PCEF will need to hire 4 FTE additional staff positions and allocate an additional \$345,500 for program expenditures in FY 2021-22. This includes resources for outreach, technical, and administrative resources for potential applicants and grant funds.

Explanation of costs and service delivery:

PCEF is competitive grant funding program that provides grants to nonprofit providers and schools to invest in community-led projects and programs that reduce greenhouse gas emissions in a manner that supports social and economic benefits for all Portlanders. Funding comes from the proceeds of a 1% surcharge on the retail sales of certain large retailers within Portland, as approved by voters in Measure 26-201 in November 2018. PCEF is projected to provide at least \$60 million in grant funding in FY 2021-22. PCEF is currently budgeted for 12.3 FTE and seeks additional resources to support a total of 16.3 FTE.

Service Impacts

This milestone year will be critical towards PCEF's ability to make ongoing investments in the community to both address greenhouse gas emissions and create direct community benefit for those historically underserved in the City's climate and sustainability movement. If funding is not provided, PCEF will not be able to grant resources, nor prudently oversee the implementation of funded projects and programs.

Equity Impacts

Frontline communities have historically been under-served by climate- and energy-related programs and investments and under-represented in decision-making. PCEF directly challenges this history both in its decision-making structures, its implementation team, and its authorizing legislation. PCEF is anticipating the development of performance measures that disaggregate demographic (gender, age, race/ethnicity identification(s), primary language spoken in the home, beneficiary zip code, household income, and disability status) data associated with grant investments. PCEF will develop performance measures with guidance from the PCEF committee to ensure accurate, precise, and timely data availability to fully understand and adapt the program based on equity outcomes.

2021-22 FALL Requested Adj		
Expense	Internal Materials and Services	0
	Personnel	345,500
Expense	Sum:	\$345,500

2021-22 FALL Requested Adj		
Revenue	Beginning Fund Balance	345,500
Revenue	Sum:	\$345,500

Position Detail						
Job Class - Name	FTE	Salary	Supplemental	Statutory	Benefit	Total
30003027 - Coordinator I - NE	2.00	72,758	0	5,564	34,002	112,324
30003028 - Coordinator II	2.00	80,288	0	6,142	35,689	122,119
30003029 - Coordinator III	1.00	44,533	0	3,407	18,830	66,770
Total	5.00	197,579	0		88,521	301,213

PN - Bureau of Planning & Sustainability DP Type New GF Request

Request Name: 12642 -Clean Industry Hub Study

Package Description

Industrial and other stakeholders convened in spring 2021 and identified a goal for Portland to become a leader in clean industry – meaning industrial practices that are less energy intensive, result in lower-to-zero carbon emissions, reduce waste and pollution, and promote more closed/circular system production.

BPS requests resources to commission a study, in collaboration with Prosper Portland, to explore options for a Clean Industry Hub in Portland. The concept of a hub is intended to be a space – either physical or virtual – to develop new and cutting-edge technology and clean/closed/circular production practices to benefit Portland industries and possibly other business opportunities. The hub may include research and development, pilot projects, and other opportunities to test low-to-zero carbon, low waste, and clean air practices that will benefit Portland industry and businesses by boosting innovation, clean tech, and reducing risk for businesses to test new practices. Leadership in this work will position Portland industries and possibly some businesses to be more competitive in a low-carbon economy, creating opportunities to export local expertise to other communities, and attract capital investment and similar business investment to Portland. BPS will work with different stakeholders to determine the scope of the study and next steps to develop a local clean industry hub, pilot projects, and other resource needs, including but not limited to developing an incubator space for local industries to collaborate on new clean production, circular economy, and industrial regenerative design practices.

One BPS staff position will oversee the clean industry hub study and work with stakeholders (Prosper Portland, Office of Government Relations, industry and business, utilities, community partners, waste collection, and others) to further develop the recommendations that result from the study. The position will work with stakeholders to define the scope of the study, further refine the hub concept, and develop an implementation plan by building partnerships, identifying opportunities for federal, grant funding, and other capital, to support the hub's investment and development.

Service Impacts

This study and the resulting work will help BPS and the City reach its emission reduction goals for the industrial sector by providing technical support and innovation for industry to adopt cleaner practices that result in less carbon and other forms of pollution. The study and resulting work respond to stakeholder feedback for the City to support existing industry in transition. Stakeholders have been clear that they need technical assistance, R&D, grants, and other resources to spur innovation. The study will serve the City by clarifying the scope of a clean industry hub and identifying barriers and opportunities to inform BPS and Prosper Portland workplans. The Hub is intended to serve both industry and the City in reaching our shared carbon reduction goals.

Equity Impacts

Black, Indigenous, and communities of color, as well as low-income residents tend to live and work nearby industrial facilities that emit pollution, particularly in Cully neighborhood, Columbia Corridor, and Parkrose, which have higher percentages of people of color and low-income populations. Multnomah County Department of Health has identified these communities as having disproportionate exposure compared to other Portlanders. This study will be the first step toward the City of Portland establishing a clean industry hub and incubator that assists and enables businesses that are emitting pollution to adopt cleaner practices and reduce waste and energy usage. This initiative will result in less pollution that harms the health of our most impacted communities.

2021-22 FALL Requested Adj		
Expense	External Materials and Services	150,000
	Personnel	61,060
Expense	Sum:	\$211,060

2021-22 FALL Requested Adj		
Revenue	General Fund Discretionary	211,060
Revenue	Sum:	\$211,060

Position Detail						
Job Class - Name	FTE	Salary	Supplemental	Statutory	Benefit	Total
30003028 - Coordinator II	1.00	40,144	0	3,071	17,845	61,060
Total	1.00	40,144	0		17,845	61,060

PN - Bureau of Planning & Sustainability DP Type Encumbrance Carryover

Request Name: 12662 -Encumbrance Carryover

Package Description

• General Fund: \$488,399

BPS is requesting \$488,399 in encumbrance carryover to ensure completion of key projects addressing the climate crisis, ant-displacement, along with a range of projects that were centered on community co-creation. The pandemic wreaked havoc on Portlanders, including the staff at BPS. Work plans shifted as staff and key community partners adapted to new lifestyles working from, parents balancing childcare and work. New priorities emerged that required us to pause what would normally be considered core work for BPS and the City.

BPS' encumbrance carryover request is essential to ensuring that key projects are not prematurely halted. BPS has a modest GF EMS budget in FY 21-22, and the work committed in the DPOs from last year continues to be essential to addressing some of Portland's greatest challenges.

• Solid Waste Management Fund: \$84,339

BPS is requesting \$84,340 in encumbrance carryover from the Solid Waste Management Fund to ensure completion of important projects to improve the city's waste collection system. These projects include expanding the public trash can program, gathering data on the waste collection system, and installing protective side-guards on collection vehicles. Due to the continuing impacts of the COVID crisis, including supplier and contractor limitations, we were not able to complete these projects last fiscal year.

Approval of BPS' encumbrance carryover request for Solid Waste Management Funds will allow the bureau to complete these important projects using funds committed in DPO's from last year and continue to improve the city's waste collection system.

• Portland Community Energy Fund: \$226,095

The encumbrances include \$122,173 in carryover costs for capacity building, committee support and miscellaneous program expenses. The remaining \$103,922 is for all outstanding advances for the application support grants that were not yet recovered or accrued, totaling \$226,095.

Service Impacts

N/A

Equity Impacts

N/A

2021-22 FALL Requested Adj		
Expense	External Materials and Services	798,833
Expense	Sum:	\$798,833

2021-22 FALL Requested Adj		
Revenue	Beginning Fund Balance	310,434
	General Fund Discretionary	488,399
Revenue	Sum:	\$798,833

PN - Bureau of Planning & Sustainability DP Type New Revenue

Request Name: 12663 -New Revenue Grants

Package Description

• TR000320 I-5 Bridge Replacement \$87,622 – A multi-bureau grant led by PBOT from State of Washington is to provide staffs to collaborate on and assist in key tasks for the Interstate Bridget Replacement program. The scope of work covers January 1, 2021 to December 31, 2022.

Service Impacts

N/A

Equity Impacts

N/A

2021-22 FALL Requested Adj		
Expense	External Materials and Services	500
	Internal Materials and Services	25,911
	Personnel	61,211
Expense	Sum:	\$87,622

2021-22 FALL Requested Adj		
Revenue	Intergovernmental	87,622
Revenue	Sum:	\$87,622

PN - Bureau of Planning & Sustainability DP Type New Revenue

Request Name: 12664 -Revenue Grants Carryover

Package Description

Carryover unspent grants fund from FY 2020-21, \$215,899

- PN000080 SW Corridor Equitable Housing Strategy \$3,918 – A multi-year grant from Metro is to commit early financial resources to address the near-term housing crisis and long-term needs, prevent residential and cultural displacement, and increase choices for new homes. This is a carryover amount to be spent by December 30, 2021.
- PN000084 Metro Streetcar \$70,917 – A multi-bureaus federal grant passed through Metro is to identify the land use and urban design, affordable housing, economic development, and business stabilization opportunities along a proposed 2.3-mile streetcar extension to Montgomery Park. This is a carryover amount for BPS to conduct community engagement, housing and equitable community development needs analysis, land use existing conditions and analysis, urban design analysis and concept planning, opportunity site analysis, and City legislative process.
- PN000087 PDX Air Sensors from PGE \$15,000 – A multi-year grant from PGE to continue sensor installation and maintenance, data collection, validation, and analysis.
- PN000090 Lower SE Rising \$331 – A multi-year grant from Federal pass-through to the Oregon Department of Transportation is to identify, develop, and prioritize infrastructure improvements for the City of Portland. This is a carryover amount to be spent by August 31, 2022.
- PN000091 Parkrose Neighborhood Action Plan \$10 – A multi-year grant from Federal pass-through to Oregon Department of Transportation to address a range of transportation and land use issues that affect the Parkrose community’s long-term safety and stability. This is a carryover amount to be spent by August 31, 2022.
- PN000092 Recycling Partnership \$3,342 – This grant will support the City of Portland’s investment in community-led engagement. The City of Portland is partnering with three organizations including United Oregon, Trash for Peach, and Rose CDC well positioned to lead this work. This grant is closed as of July 30, 2021
- PN000098 Unite East Portland, \$68,626 – A multi-year grant from Metro to identify actions to improve the area’s livability and to address some of the challenges, such as inadequate infrastructure, facing East Portland. This is a carryover amount to be spent by October 31, 2021.
- TR000284 Division Transit with TriMet \$7,521 – A multi-bureau grant led by PBOT from TriMet would improve a 15-mile transit service in the Division Street corridor, consisting of Bus Rapid Transit (BRT), and up to 40 enhanced BRT stations between Union Station in downtown Portland and Gresham. This budget is for BPS to assist in reviewing plan documents.
- TR000281 Burnside Bridge Earthquake Ready \$6,234 – A multi-bureau grant led by PBOT from Multnomah County is to conduct a public planning process required under the National Environmental Policy Act rules with respect to the proposed Earthquake Ready Burnside Bridge Project. This is a carryover amount for BPS to assist in the development of urban design concepts, bridgehead area planning, and conceptual bridge designs and review plan documents.
- SD000014 Conservation Services Group ETO \$40,000 – This is a multi-year grant from for BPS’ Clean Energy program. BPS will spend additional \$40,000 in personnel costs in FY 2021-22.

Service Impacts

N/A

Equity Impacts

N/A

2021-22 FALL Requested Adj		
Expense	External Materials and Services	132,241
	Internal Materials and Services	1,847
	Personnel	81,811
Expense	Sum:	\$215,899

2021-22 FALL Requested Adj		
Revenue	Intergovernmental	215,899
Revenue	Sum:	\$215,899

PN - Bureau of Planning & Sustainability

DP Type

Other Adjustments

Request Name: 12665 -IAA

Package Description

- BPS-PBOT IA for \$12,000 – PBOT will support one of BPS' planning interns from Portland State University. The intern will be fully assigned to PBOT and will provide regional and technical support including research, data collection and analysis on land use, transportation and climate justice focused projects, community engagement, and outreach.
- OMF-PCEF IA for (\$1,618) – OMF requested to reduce the IA for PDX Clean Energy ITS by \$1,618.
- Carryover of \$32,235 for BDS to BPS/PCEF IA – BDS will work with PCEF to reduce permitting barriers to clean energy and green infrastructure projects, provide an avenue for historically underserved communities to gain access, and increase awareness about permitting processes.

Service Impacts

N/A

Equity Impacts

N/A

2021-22 FALL Requested Adj		
Expense	Contingency	1,618
	External Materials and Services	12,000
	Internal Materials and Services	30,617
Expense	Sum:	\$44,235

2021-22 FALL Requested Adj		
Revenue	Beginning Fund Balance	32,235
	Interagency Revenue	12,000
Revenue	Sum:	\$44,235

PN - Bureau of Planning & Sustainability DP Type Other Adjustments

Request Name: 12666 -Beginning Fund Balance Adjs for SWMF and PCEF

Package Description

True Up Fund Balance– the requests would true up beginning fund balance to match CAFR.

- SWMF: Request to increase FY 2021-22 beginning fund balance by \$202,519, of which \$84,339 would be used to fund encumbrance carryover and the remaining \$118,180 would go to fund balance.
- PCEF: request to increase beginning fund balance by \$72,961,242 which \$226,095 would be used to fund encumbrance carryover and advance recovery and \$32,235 to continue BDS IAA and the remaining \$72,702,912 would go to fund balance.

Service Impacts

N/A

Equity Impacts

N/A

2021-22 FALL Requested Adj		
Expense	Contingency	72,821,092
Expense	Sum:	\$72,821,092

2021-22 FALL Requested Adj		
Revenue	Beginning Fund Balance	72,821,092
Revenue	Sum:	\$72,821,092

PN - Bureau of Planning & Sustainability DP Type Other Adjustments

Request Name: 12667 -Convert one Limited-Duration position to Regular position

Package Description

This Planner I, City-Urban Design (position 40021450) is included in the BPS FY 2021-22 Adopted Budget and the position has been funded with GF ongoing resources for several years. This action is to have consistency between the budget and the position authorization.

Service Impacts

Equity Impacts

2021-22 FALL Requested Adj		
Expense	Personnel	0
Expense	Sum:	\$0

Position Detail						
Job Class - Name	FTE	Salary	Supplemental	Statutory	Benefit	Total
30000381 - Planner I, City-Urban Design	0.00	0	0	0	0	0
Total	0.00	0	0		0	0

Prior Year Fund Reconciliation Report

Bureau of Planning & Sustainability

100 - General Fund

EXPENDITURES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Personnel	8,682,533	8,737,080	100.63%
External Materials and Services	1,847,056	948,365	51.34%
Internal Materials and Services	335,940	196,355	58.45%
Capital Outlay	0	0	
TOTAL EXPENDITURES	10,865,529	9,881,800	90.95%

REVENUES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
General Fund Discretionary	9,216,129	0	0%
Interagency Revenue	791,923	762,209	96.25%
General Fund Overhead	857,477	0	0%
TOTAL REVENUES	10,865,529	762,209	7.01%

Expenditure Discussion

- PS – All spent.
- EMS – Over 50% (\$948,000) of the budget was expended plus \$488,000 in encumbrance carryover are requested through Fall BMP.
- IMS – Due to City building closures because of COVID-19, OMF internal services including Fleets, P&D, and BTS, which support and provide bureau services were underspent by 40%.

Revenue Discussion

- IAA – Mostly billed except PBOT IA which was negotiated to be spent and billed in FY 2021-22. BPS includes \$12K in IAA with PBOT to be added thru this BMP.

Other Notes

Prior Year Fund Reconciliation Report

Bureau of Planning & Sustainability

217 - Grants Fund

EXPENDITURES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Personnel	1,412,774	1,149,539	81.37%
External Materials and Services	5,696,609	5,444,365	95.57%
Internal Materials and Services	43,983	23,422	53.25%
Contingency	6,395	0	0%
TOTAL EXPENDITURES	7,159,761	6,617,327	92.42%

REVENUES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Intergovernmental	7,159,761	6,235,170	87.09%
TOTAL REVENUES	7,159,761	6,235,170	87.09%

Expenditure Discussion

- The remaining balance of these multi-year grants are requested to be carried over into FY 2021-22 and are included in this Fall BMP.
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Revenue Discussion

- All grants that ended in FY 2020-21 are fully billed except for the multi-year grants, which will be carried over into FY 2021-22 through this Fall BMP.
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Other Notes

Prior Year Fund Reconciliation Report

Bureau of Planning & Sustainability

224 - Community Solar Fund

EXPENDITURES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Ending Fund Balance	103,599	0	0%
TOTAL EXPENDITURES	103,599	0	0.00%

REVENUES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Miscellaneous	9,949	7,523	75.62%
Fund Transfers - Revenue	3	3	100%
Beginning Fund Balance	93,647	0	0%
TOTAL REVENUES	103,599	7,526	7.26%

Expenditure Discussion

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 energy system.

Other Notes

Prior Year Fund Reconciliation Report

Bureau of Planning & Sustainability

229 - PDX Clean Energy Community Benefits Fund

EXPENDITURES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Personnel	1,653,041	1,207,011	73.02%
External Materials and Services	10,158,100	251,658	2.48%
Internal Materials and Services	1,028,009	821,921	79.95%
Contingency	55,104,709	0	0%
Ending Fund Balance	44,000,000	0	0%
TOTAL EXPENDITURES	111,943,859	2,280,589	2.04%

REVENUES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Taxes	44,000,000	116,321,343	264.37%
Miscellaneous	0	337,769	
Beginning Fund Balance	67,943,859	0	0%
TOTAL REVENUES	111,943,859	116,659,112	104.21%

Expenditure Discussion

- PS – Underspending due to unanticipated delays to hiring during COVID-19. Final position should be filled in FY 2021-22.
- EMS – There is significant variance due to delay in distributing ongoing grants during the inaugural grant cycle. The team was not fully staffed to spend and encumber contracted work. In addition, there were delays due to limited Central Procurement capacity, and program staff could not begin their work. With the program still in its early stages, we budgeted a larger amount than anticipated, only to find out after the fact it wouldn't all be spent.
- IMS – Revenue Division budget included proportional funding for software support that was not yet billed by OMF/Revenue.

Revenue Discussion

- The Portland Clean Energy Community Benefits Fund represents an estimated \$50 to \$60 million in new annual revenue for clean energy and clean energy jobs in Portland, with a focus on benefitting low-income residents and communities of color. The initiative will provide grants from the fund to qualified nonprofit organizations carrying out programs to deliver on the goals of the measure.
- About \$60 million in taxes were collected due to the combination of the grace period taxpayers received for tax year 2019 and higher than anticipated tax revenues last year
- Additional revenue is anticipated due to ongoing tax collection by OMF/Revenue services, which will be carried over into FY 2021-22 through this Fall BMP.

Other Notes

Prior Year Fund Reconciliation Report

Bureau of Planning & Sustainability

605 - Solid Waste Management Fund

EXPENDITURES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Personnel	2,707,979	2,338,008	86.34%
External Materials and Services	2,856,691	1,992,485	69.75%
Internal Materials and Services	1,787,028	1,652,093	92.45%
Debt Service	79,889	79,889	100%
Contingency	383,295	0	0%
Fund Transfers - Expense	1,179,794	1,179,794	100%
Ending Fund Balance	5,425,243	0	0%
TOTAL EXPENDITURES	14,419,919	7,242,268	50.22%

REVENUES	2020-21 Revised Budget	2020-21 Actuals	Percent of Actuals to Revised
Licenses & Permits	3,452,612	3,296,668	95.48%
Charges for Services	4,519,510	3,594,422	79.53%
Miscellaneous	135,686	43,315	31.92%
Interagency Revenue	5,000	5,000	100%
Beginning Fund Balance	6,307,111	0	0%
TOTAL REVENUES	14,419,919	6,939,406	48.12%

Expenditure Discussion

BPS had over \$1.37 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. About \$84,000 in encumbrance carryover are requested through this Fall BMP.

Revenue Discussion

There are significant impacts from the COVID-19 health emergency anticipated for BPS' solid waste revenues. BPS projected about \$1 million in revenue loss and has incorporated program savings/reductions to address it. The actual residential and commercial revenue losses were \$925K and \$156K respectively.

Other Notes

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: Reporting on Climate Action Investments

Budget Note Language: 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 City Fleet and BPS 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: September 9, 2021

Budget Note Language:

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 process for certain asset classes but will likely accelerate 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 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 occur to electric utility regulation - allowing 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 happening with the OPUC, focusing on City 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 to support the cost-effective provision of charging equipment access, “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 to 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.

Since March 25, 2021, CityFleet and the Bureau of Planning and Sustainability have:

- Completed the development of a fleet/bureau utilization analytical methodology; completed the development of a vehicle total cost of ownership/lifecycle analysis methodology; and developed the concept sketch of what an economically beneficial (*i.e., fiscally and socially responsible*) multi-year conversion plan might look like.
- Continued to host green fleet “rodeos” to help bureaus develop more comfort with electric vehicles; standardization discussions are anticipated to happen starting in Spring 2022.
- Successfully supported Portland General Electric in getting approved with the Oregon Public Utility Commission the development of a fleet charging pilot program; the City now has three pilot projects in flight with PGE under this program, with savings (compared to, had the program not been approved) estimated at \$194,000 so far.
- Issued a Charging as a Service RFP, which will close September 15, 2021.
- Continued to refine our perceptions of what vehicles are viable for economic conversion to a green fleet model, based on the analysis originally done by PGE, with more detailed information on charging requirements and charging access (which were not originally included in the analysis).

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. Work on the floodplain management workplan will continue in FY 2020-21 supported by the multi-bureau project team. However, due to the current COVID-19 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: September 9, 2021

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 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 focused on developing a Public Discussion Draft, preparing general outreach materials, creating a website that links to related websites managed by other bureaus, reaching out to tribal governments and is in the process of securing 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.

In spring 2021, the US Army Corps of Engineers informed the City that they were updating the 100-year floodplain maps for the Willamette River and that a draft would be available by the end of September. Then, on September 1, FEMA released draft guidance for review by local governments and other key stakeholders. The multi-bureau team has also been tracking the reauthorization of the National Flood Insurance Program and the release of a new flood insurance program called Risk Rating 2.0.

The multi-bureau team plans to incorporate much of this new information into the document prior to public release.

Bureau	Budget Process	Package Type	DP No.	Package Name	Package Desc	Allocation	Update
PN	Adopted Budget	Addition	9583	Portland Clean Energy Fund	<p><i>The Portland Clean Energy Fund (PCEF) is entering a critical milestone year as the Fund will be issuing its first grant application solicitation and awards of funds. In order to successfully advance implementation, PCEF will need to hire 5 FTE additional staff positions and allocate an additional \$10.7 million for program expenditures in FY 2020-2021. This includes resources for outreach, technical, and administrative resources for potential applicants and grant funds. □</i></p> <p><i>□</i></p> <p><i>Explanation of costs and service delivery:□</i></p> <p><i>PCEF is competitive grant funding program that provides grants to nonprofit providers and schools to invest in community-led projects and programs that reduce greenhouse gas emissions in a manner that supports social and economic benefits for all Portlanders. Funding comes from the proceeds of a 1% surcharge on the retail sales of certain large retailers within Portland, as approved by voters in Measure 26-201 in November 2018. PCEF is projected to provide at least \$6-8 million in grant funding in FY 2020-21. Starting FY 2021-22, PCEF is projected to have \$44-61 million annually in funding available for grant investments. PCEF is currently budgeted for 6.5 FTE and seeks additional resources to support a total of 12.3 FTE.□</i></p>	\$0	All 5 staff have been hired and the team is preparing to release the second RFP this fall.

PN	Adopted Budget	Addition	9623	Accelerated Climate Action	<p><i>The latest climate science tells us we have 10 years to take dramatic and bold actions to transition off fossil fuels. Climate and energy program resources have remained largely unchanged for many years and are not commensurate with the scale of the plans, policies and leadership needed in the face of the climate crisis. □</i></p> <p><i>□</i></p> <p><i>Enforcing existing policies (e.g., deconstruction, Home Energy Score, commercial building performance reporting) require the dedication of many existing staff resources, which precludes those staff from having the bandwidth to work on the next generation of policies to dramatically drive down carbon emissions. □</i></p> <p><i>□</i></p> <p><i>This decision package directly responds to the Mayor's Budget Directive focused on climate change, as well as frontline community priorities, for decarbonizing the building sector as identified through the City-sponsored, community-led, Zero Cities Initiative. This decision package will add two staff positions, and some contracting dollars, to accelerate policy and climate action plan development that have the potential to reduce total community-wide carbon emissions by an additional 25% by 2030. □</i></p> <p><i>□</i></p> <p><i>Specifically, these additional resources will enable BPS to deliver the following actions: □</i></p> <p><i>□</i></p> <p><i>1. Develop Existing Building Performance Standards: This project will develop building performance standards to drive down emissions from existing commercial and multifamily residential buildings. This policy builds on the City's existing commercial energy performance reporting requirement and will emphasize minimum energy efficiency standards for rentals with key elements to protect low-income tenants. This single policy has the potential to reduce carbon emissions from the commercial building sector by nearly 20% by 2030</i></p>	\$100,000	<p>Ongoing. BPS continues to conduct analysis on energy signatures for low-performing buildings and the crucial decarbonization pathways (ie., carbon wedge or carbon budget) analysis. These are critical data sets that will allow us to develop visualization tools and models that gives us scenarios for how to meet 2030 and 2050 emissions reductions targets.</p>
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PN	Adopted Budget	Addition	10058	FY 2019-20 Program Carryover: Age Friendly Carryover	<i>In 2019, City Council funded an Age-Friendly Program within BPS as a one-time add package. This carryforward is a request to continue that work as intended in that add, given that the bureau was only able to hire the project coordinator mid-year. 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 as 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. In addition to the existing work plan, the Age-Friendly Cities Program has pivoted its focus to respond to the COVID-19 crisis. The Age-Friendly Cities program manager was asked by the ECC's incident commander and ECC Coordination Section chief to stand up a new project focused on aging and disability — now called the Aging and Disability Community Project (ADCP). The ADCP's mission is to catalog best practices, develop, and implement approaches in response to COVID-19 related to older adults and people with disabilities.</i>	\$100,000	Ongoing. BPS requested this carryover to complete the initial project work directed by council in FY 19-20. For this fiscal, BPS' work to advance Portland's age friendliness includes focusing on intergenerational community engagement and developing key strategies as part of the 2035 Comprehensive Plan along with evaluating long term funding options for this work to continue.
PN	Adopted Budget	Addition	10221	FY 2019-20 Equity Carryover		\$146,000	Due to impacts to work plans, BPS was unable to fully spend the \$146,000 allocation in carryover funds
PN	Adopted Budget	Reduction	10069	EMS Inflationary Reduction	<i>This package was entered by CBO as part of the Mayor's Proposed decisions. This package reduces the portion of the inflationary EMS factor originally loaded into the bureau's CAL</i>	(\$17,267)	Technical Adjustment
PN	Adopted Budget	Reduction	10114	Non-Rep Merit Reduction	<i>This package was entered by CBO as part of the Mayor's Proposed budget decisions. It reflects the estimated GF portion of a bureau's budgeted non-rep merit increase.</i>	(\$111,993)	Technical Adjustment
PN	Adopted Budget	Reduction	10131	Represented Furlough Reduction	<i>This package reflects reductions for presumed represented furloughs for represented groups. The estimated General Fund backed portion has been entered as a reduction.</i>	(\$112,331)	Technical Adjustment
PN	Adopted Budget	Reduction	10142	Represented Step Reduction	<i>This package is entered by CBO as part of Mayor's Proposed decisions. This reflects estimated General Fund cost savings as a result of presumed foregone step increases across represented groups.</i>	(\$12,706)	Technical Adjustment
PN	Adopted Budget	Reduction	10144	IMS GF Reduction	<i>This package was entered by CBO as part of the Mayor's Proposed decisions. This package reduces the General Fund resources originally loaded into the bureau's CAL Target to match reductions in internal materials and services.</i>	(\$21,616)	Technical Adjustment
PN	Adopted Budget	Reduction	10177	Non-Rep Furlough Reduction	<i>CBO is entering this package as part of Mayor's Proposed budget decisions. This entry reflects the General Fund portion of estimated non-rep furlough cost savings.</i>	(\$171,525)	Technical Adjustment

Bureau	Budget Process	Package Type	DP No.	Package Name	Package Desc	Allocation	Update
PN	Fall BMP	Encumbrance Carryover	10953	FY 2019-20 GF Furlough Savings True-Up	<i>This request is a technical adjustment to true-up the furloughs taken in the prior budget year with the estimate for furloughs in the current budget year.</i>	\$74,276	Technical Adjustment
PN	Fall BMP	Encumbrance Carryover	11098	Encumbrance Carryover	<ul style="list-style-type: none"> • GF – \$285,689, see attached PO list. □ • SWMF – \$161,561, see attached PO list. □ 	\$442,546	The SWMF fund POs were predominantly continuations of key waste projects that were completed in FY 20-21, including completion of the trash collection truck sideguard project and the continued roll out of public trash cans in East Portland. GF POs ranged in focus from internal pro-blackness training to continued work on the Anti-Displacement Action Plan. Unfortunately, COVID-19 had a significant impact on bureau programming, especially items that centered on working with community.
PN	Fall BMP	Mid-Year Reduction	11048	Reduce Facilities IA Blended Rate	<i>Savings from lower debt service for 1900 building and 4th and Montgomery office space.</i>	(\$15,756)	Technical Adjustment
PN	Fall BMP	New GF Request	11042	FEMA Floodplain Regulations Update	<p><i>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. □</i></p> <p><i>The project is expected to result in: □</i></p> <ol style="list-style-type: none"> 1. New regulations to protect floodplain habitat, improve flood storage capacity, and reduce flood risks;□ 2. Continued participation in the NFIP and access to insurance rate discounts; and□ 3. Creation of programs to address housing and job vulnerability in the floodplain.□ <p>□</p> <p><i>In FY 2020-21, the requested resources would support the 2.0 FTE needed to move forward with the required amendments to Title 33 through the following work and deliverables: □</i></p> <ul style="list-style-type: none"> • Finalize and publish the Discussion Draft of proposed code changes;□ • Send notices to approximately 11,000 affected property owners; □ • Conduct outreach in multiple languages□ • Publish the Proposed Draft, and □ • Possibly hold a public hearing at the Planning and Sustainability Commission, depending on the length of the hiring and public engagement process. □ <p>□</p> <p><i>This phase includes amendments to Title 33 (primarily 33.430, Environmental Chapter) and Title 24.50, Flood Hazards, including:□</i></p> <ul style="list-style-type: none"> • Increased tree replacement ratios within Environmental overlay zones;□ • Mitigation requirements to achieve functional value replacement (no net loss) in the floodplain;□ • Mapped riparian buffer area (RBA) in the Central Reach, with the application of increased mitigation requirements in the RBA for non-river-dependent/river-related development;□ • Mapped High Hazard Area (HHA) (the greater of the floodway or 10-year 	\$260,000	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 focused on developing a Public Discussion Draft, preparing general outreach materials, creating a website that links to related websites managed by other bureaus, reaching out to tribal governments and is in the process of securing 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. In spring 2021, the US Army Corps of Engineers informed the City that they were updating the 100-year floodplain maps for the Willamette River and that a draft would be available by the end of September. Then, on September 1, FEMA released draft guidance for review by local governments and other key stakeholders. The multi-bureau team has also been tracking the reauthorization of the National Flood Insurance Program and the release of a new flood insurance program called Risk Rating 2.0.
PN	Fall BMP	New GF Request	11248	SOLVE Contract	<ul style="list-style-type: none"> • Decrease bureau program expenses in the Office of Management & Finance in the Facilities Services Operating Fund by \$77,000, and reduce General Fund cash transfer revenues into the Facilities Services Operating Fund by \$77,000.□ • Increase bureau program expenses in the Bureau of Planning & Sustainability General Fund by \$77,000 to reflect funding for the Keep It Pretty, Rose City volunteer cleanup project. Increase General Fund resources in the Bureau of Planning & Sustainability by \$77,000.□ 	\$77,000	Between July 2020 and June 2021 SOLVE engaged 11,142 volunteers in cleaning up litter throughout Portland. Portlanders came together at 343 different cleanup events to make a difference in our parks, neighborhoods, and natural areas. These events enhanced livability, improved safety, and protected our environment by removing 219,000 pounds of trash. Additionally, SOLVE organized a citywide service event on June 25th and 26th to clean the city as summer got underway. At this popular event over 1,500 volunteers removed 14,000 pounds of trash at 26 different locations.

PN	Fall BMP	New Revenue	10864	Grants Carryover	<p>Carryover unspent grants fund from FY19-20, \$354,723</p> <ul style="list-style-type: none"> • TR000300 SW Corridor Light Rail w/Trimet \$55,675 – A multi-bureau grant led by PBOT from Trimet would construct a new light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin, along with other roadway, bicycle, and pedestrian transportation improvements. This budget is for BPS to assist in the development of transit-oriented development concepts, station area planning and conceptual station designs and review plan documents. • TR000284 Division Transit w/Trimet \$7,779 – A multi-bureaus grant led by PBOT from Trimet would improve a 15-mile transit service in the Division Street corridor, consisting of Bus Rapid Transit(BRT) and up to forty enhanced BRT stations between Union Station in downtown Portland and Gresham. This budget is for BPS to assist in reviewing plan documents. • TR000281 Burnside Bridge Earthquake Ready \$11,087 - A multi-bureau grant led by PBOT from Multnomah County is to conduct a public planning process required under the National Environmental Policy Act rules with respect to the proposed Earthquake Ready Burnside Bridge Project. This is a carryover amount for BPS to assist in the development of urban design concepts, bridgehead area planning, and conceptual bridge designs and review plan documents. • PN000084 Metro Streetcar for \$202,814 – A multi-bureaus federal grant passed through Metro is to identify the land use and urban design, affordable housing, economic development and business stabilization opportunities along a proposed 2.3-mile streetcar extension to Montgomery Park. This is a carryover amount for BPS to conduct community engagement, housing and equitable community development needs analysis, land use existing conditions and analysis, urban design analysis and concept planning, opportunity site analysis, City legislative process. • PN000089 Marine Industrial Land Analysis \$49,715 – This grant is awarded by Department of Land Conservation and Development to analyze and forecast the market demand for growth of marine terminal and other marine industrial facilities in Portland to 2040. This is a carryover amount to be spent by February 1, 2021. • PN000080 SW Corridor Equitable Housing Strategy \$25,153 – A multi-year grant from Metro is to commit early financial resources to address the near-term housing crisis and long-term needs, prevent residential and cultural displacement and increase choices for new homes. This is a 	\$354,723	The project continues to proceed but given infrastructure uncertainty due to the failed Metro bond, new pathways for the light rail and associated transportation improvements are being evaluated.
PN	Fall BMP	New Revenue	10949	New Grants	<ul style="list-style-type: none"> • PN000087 PDX Air Sensors from PGE \$15,000 – This grant is awarded by PGE to continue the sensor install and maintenance, data collection, validation and analysis. • PN000092 Recycling Partnership \$100,000 – This grant is from Recycling Partnership which will support the City of Portland's investment in community-led engagement. The City of Portland is partnering with three organizations including United Oregon, Trash for Peach and Rose CDC well positioned to lead this work • PN000093 State Historic Preservation Office \$12,000 – This grant is awarded by Oregon Parks and Recreation Department to adopt design 	\$127,000	PGE grant was paused due to pandemic. Will resume in FY 21-22. Recycling partnership grants were distributed and work continues. Historic Preservation Office grant work was completed.
PN	Fall BMP	New Revenue	11046	IAA	<ul style="list-style-type: none"> • Carryover of \$26,889 for PBOT-BPS IA for PUDL Pilot Project – This project started for a total of \$175,000 in FY17-18 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. \$26,889 is the remaining balance to spend on this project for FY20-21. • Carryover of \$17,000 for BDS-PCEF IA – BDS will work with PCEF to reduce permitting barriers to clean energy and green infrastructure projects, provide an avenue for historically underserved communities to gain access, and increase awareness about permitting processes. • Increase \$18,000 for BPS-BDS IA - This additional amount will fund 0.25 FTE of Business Systems Analyst to support the Portland Online Permitting System including testing, training and documentation from July 1, 2020 to December 31, 2020. 	\$61,889	All IAs (incoming and outgoing) were successfully completed last fiscal year.
PN	Fall BMP	New Revenue	11099	PCEF Application Support Grants	<p>The Portland Clean Energy Fund (PCEF) is entering a critical milestone year as the Fund will be issuing its first grant application solicitation and awards of funds. In order to successfully advance implementation, PCEF needs to award application support grants to ensure grantees are first addressing their core needs. When City Council took action on June 17th, 2020 to approve the distribution of these grants, the process timeline did not allow us to encumber any funding before end of FY19-20.</p>	\$200,000	Support grants were distributed in FY 20-21.
PN	Fall BMP	Other Adjustments	11108	Beginning Fund Balance True Up	<p>True up based on FY 2019-20 CAFR fund balance</p> <ul style="list-style-type: none"> • SWMF – \$190,935 • PCEF - \$23,634,987 	\$23,825,922	Technical Adjustment
PN	Spring BMP	New GF Request	11799	Clean & Green Citywide Cleanup Project	<p>\$750,000 will support the Clean & Green citywide cleanup project, led by SOLVE in partnership with the City of Portland. The project will organize weekly high-impact volunteer cleanups to restore and enhance Portland's neighborhoods, public spaces, watersheds and critical habitats.</p>	\$750,000	Contract was awarded to SOLVE in August 2021.

PN	Spring BMP	New Revenue	11725	Grants & IAA	<p>Grants true-up to awarded/approved amounts:☐</p> <ul style="list-style-type: none"> • 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. ☐ ☐ <p>IAAs:☐</p> <ul style="list-style-type: none"> • 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 	\$1,505,431	Technical Adjustment
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Bureau Performance Narrative

BPS continues to evaluate and discuss how best to measure bureau performance while continuing to steward larger, more complex measures for the whole city such as greenhouse gas emission reduction, complete neighborhoods, and percent of waste recycled. BPS had a significant year of achievement, working with community groups, other bureaus, and City Council, to institute a suite of policy packages that addressed houselessness and climate justice and responded to the economic crisis due to the COVID-19 pandemic, while launching initiatives designed to address displacement and racial injustice. In addition, the bureau released the first RFP of the Portland Clean Energy Fund.

The impact of COVID-19 and resulting economic impacts had significant influence on BPS programs including staffing levels, workplan shifts, and available resources. The pandemic also had impacts across the bureau on our ability to track some of the listed measures. A few examples that exemplify these challenges include:

- SD_0019 (Number of businesses consulted with on sustainability requirements): Due to the pandemic’s impact on our ability to conduct in-person outreach and more troubling, the loss of businesses in the City, the bureau fell far short of our target goal.
- PN_0031 (Percentage of seven-county region’s new housing): Permit activity dropped by over half in Portland in 2020 compared to 2019, and new construction hasn’t recovered to pre-pandemic levels. Clark County’s single-family construction took the largest plurality of regional permit activity (44% of all permits), as multi-dwelling developer uncertainty continues in Portland’s regional core.

For FY 2021-22, we will continue to track our current Performance Measures with an expectation to update them for FY 2022-23, assuming staffing levels rebound. In response to the calls to action from Black, Indigenous, and people of color communities, we hope to establish measures that better reflect community priorities, bureau policies, and our workplan in response.

	Key Performance Measures	Measure Type Name	FY 2018-19 Actuals	FY 2019-20 Actuals	FY 2020-21 Target	FY 2020-21 Actuals	FY 2021-22 Target	Strategic Target	Details
PN_0014	Percentage of significant natural resources protected through non-regulatory and/or regulatory measures	OUTCOME	84.0%	84.0%	86.0%	84.0%	86.0%	90%	
PN_0021	Percentage of Portlanders Living in a Complete Community	OUTCOME	67.0%	66.0%	69.0%	66.0%	67.0%	80%	
PN_0022	Percentage of waste recycled or composted	OUTCOME	54%	54%	55%	56%	57%	90%	
PN_0031	Percentage of seven-county region’s new housing that is in Portland.	OUTCOME	40.0%	38.0%	25.0%	22.2%	25.0%	25%	Permit activity dropped by over half in Portland in 2020 compared to 2019, and new construction hasn’t recovered to pre-pandemic levels. Clark County’s single-family construction took the largest plurality of regional permit activity (44% of all permits), as multi-dwelling developer uncertainty continues in Portland’s regional core.

Bureau of Planning & Sustainability

Prior Year Performance Reporting

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PN_0037	Percentage of seven-county region's new employment growth that is in Portland	OUTCOME	39.0%	33.0%	31.0%	0	25.0%	31%	Regional employment fell by about 180,000 jobs in early 2020, which put the three-year trend at a loss of about 33,000 jobs. About half of the job loss occurred in Multnomah County. While the region has recovered 63% of the lost jobs, this metric depends on positive job growth numbers.
PN_0052	Percent of the combined flood hazard area that is subject to flood storage capacity and vegetation replacement requirements.	OUTCOME	64.0%	64.0%	0	68.0%	70.0%	100%	
SD_0008	Percentage reduction in per person carbon emissions from 1990 levels	OUTCOME	42%	-2%	45%	40%	45%	90%	This data is collected on a calendar year and runs two years behind. Actual 2020 emissions will be complete spring/summer 2022, so this is a 2020 placeholder number.

Other Performance Measures		Measure Type Name	FY 2018-19 Actuals	FY 2019-20 Actuals	FY 2020-21 Target	FY 2020-21 Actuals	FY 2021-22 Target	Strategic Target	Details
PN_0025	Amount of public testimony received by the Planning and Sustainability Commission (in person, via the MapApp or otherwise in writing)	OUTCOME	116	1,500	2,000	910	1,000	2,700	FY 2021-22 upcoming projects at PSC are not yet goal still to be fleshed out based on what projects will be coming to the PSC in the latter half of FY 2021-22.
PN_0026	Percent of employees that attended at least one equity-related training per year	WORKLOAD	98%	100%	100%	100%	100%	100%	FY2020-21: Pro-Blackness training for all BPS staff Changed PM name slightly to more accurately reflect how money is being used, for programs. Also adjusted the strategic target down to reflect funding trends.
PN_0027	Total amount of outside funding for Smart City PDX programs	OUTPUT	\$170,000	\$23,000	\$150,000	\$5,015,000	\$15,000	\$500,000	
PN_0028	Number of datasets available for download on the City of Portland's Open Data portal(s)	OUTCOME	320	300	350	320	400	500	

Bureau of Planning & Sustainability

Prior Year Performance Reporting

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Other Performance Measures	Measure Type Name	FY 2018-19 Actuals	FY 2019-20 Actuals	FY 2020-21 Target	FY 2020-21 Actuals	FY 2021-22 Target	Strategic Target	Details
PN_0030	Percentage of new housing units that are in Centers and Corridors	89.0%	90.0%	89.0%	89.0%	80.0%	80%	
PN_0032	Representation of typically under-represented groups in decision-making processes	21.0%	14.0%	30.0%	1,380.0%	N/A	30%	
PN_0033	Retain community inclusivity as neighborhoods grow and change	24%	26%	29%	N/A	0	29%	New data available after ACS data is released in December, or if there is an update to the Complete Neighborhoods geography. This metric is problematic because it is built on the assumption that we have a "living" CN dataset, meaning as new grocery stores open (or close) and as new frequent transit lines go in, there are more places that are "complete." But we don't invest in keeping this dataset up to date, so this metric is just a reflection of changing demographics, rather than changing place PLUS changing demographics.
PN_0036	Typical curbside residential bill as a percent of median income	.62%	.59%	.60%	.58%	.57%	.60%	MHI for PDX = \$71,005 (from 2015-2019 ACS); 35 gallon garbage monthly rate = \$34.55
PN_0038	Percentage of regulated commercial building owners complying with Ordinance No. 187095 (Commercial Energy Performance Reporting)	0	93%	90%	75%	0	N/A	Reporting under ordinance was not required due to pandemic.
PN_0039	Number of Home Energy Scores	0	16,357.00	23,350.00	25,861.00	37,950.00	N/A	

Bureau of Planning & Sustainability

Prior Year Performance Reporting

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Other Performance Measures	Measure Type Name	FY 2018-19 Actuals	FY 2019-20 Actuals	FY 2020-21 Target	FY 2020-21 Actuals	FY 2021-22 Target	Strategic Target	Details
PN_0040	Number of external/internal Smart City PDX outreach/training/engagement events	0	34	15	6	10	10	Reduced strategic target from 20 to 10 to reflect the desire to do fewer, better events that are more tailored to BIPOC community and acknowledges the demands on community member's time.
PN_0041	Number of data review and privacy impact assessment services provided by Smart City PDX to City Bureaus/ Offices and external partners.	0	4	10	6	10	15	Reduced strategic target from 30 to 15 because this work has not yet been funded.
PN_0042	PCEF grant application solicitations	0	0	1	1	4	1	
PN_0043	Number of outreach/training/ engagement events or meetings with PCEF staff participation excluding PCEF Committee meetings	0	37	20	9	12	N/A	We did not hit our 0043 target due to COVID and its impact on our ability to convene stakeholders in person. Outreach events were adjusted and limited to virtual gatherings focused on informing members of the public about the inaugural request for proposals. PCEF Committee meetings, while not a part of this measure, served as an additional outreach mechanism for audiences in interested in understanding the program. These have been held almost twice monthly in the past fiscal year.
PN_0044	PCEF targeted engagement events	0	13	12	12	12	N/A	
PN_0047	Energy efficiency improvement in the commercial building sector	0	4%	4%	N/A	0	N/A	Not measured; reporting was not required due to the pandemic.
PN_0048	Number of net zero carbon buildings	0	1	2	2	3	N/A	

Bureau of Planning & Sustainability

Prior Year Performance Reporting

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Other Performance Measures	Measure Type Name	FY 2018-19 Actuals	FY 2019-20 Actuals	FY 2020-21 Target	FY 2020-21 Actuals	FY 2021-22 Target	Strategic Target	Details
PN_0049	Compliance rate for mandatory residential energy performance disclosure	0	60%	70%	44%	70%	N/A	Enforcement of ordinance was suspended due to pandemic July 2020-April 2021.
PN_0050	Residents reached with sustainability engagement/training	0	17,673	17,000	10,060	17,000	N/A	COVID impacts
PN_0051	Annual middle housing production as a percentage of overall housing production	.14	.13	N/A	1.74	1.40	N/A	
SD_0018	Portlanders' satisfaction with quality of garbage, recycling, and composting services	0	N/A	75%	N/A	75%	99,999,975%	Without the Citywide Insights Survey, this data is unavailable.
SD_0019	Number of businesses consulted with on sustainability requirements	2,103	4,339	3,000	430	2,000	6,000	COVID impacts; most workplaces closed or working remotely.
SD_0020	Number of multifamily units provided with waste education	5,923	5,713	25,000	5,113	25,000	50,000	COVID limitations for in-person outreach; delayed major campaign rollout and slow rebound with contractor (CES) to restart outreach efforts; end of long-standing contract with CES (12/31/20); BPS staff changes.
SD_0025	Per person residential energy use (million BTUs)	10.80	-1.59	23.00	24.31	23.00	41.80	Per person residential energy use is headed in the right direction. Actual 2020 energy use will be completed spring/summer 2022 as this is on a calendar year and lags by 2 years to retrieve the data.
SD_0028	Percentage of City electricity use from renewable resources	100.0%	100.0%	100.0%	0	N/A	200%	In October of each year, we purchase renewable energy credits to cover electricity usage for the prior year. So since we haven't purchased the RECs, we don't yet have a FY 2020-21 actual.

