



Climate Action Plan

City of Portland and Multnomah County

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15 Oct 2009



Greenhouse Gas Reduction

Kyoto Protocol

- Adopted in 1997, designed to reduce four GHG pollutants from industrialized countries by 5.2 percent from 1990 levels by 2008-2012

IPCC

- Intergovernmental Panel on Climate Change established in 1988
- Fourth Assessment Report (2007) noted the reduction range needed to prevent atmospheric CO₂ equivalent from rising above 450 PPM
- At 450 PPM CO₂ equivalent in the atmosphere, global temperatures are likely to increase by 2 degrees Celsius, the point at which scientists estimate a 50 percent probability to avoid runaway climatic changes

Box 13.7 The range of the difference between emissions in 1990 and emission allowances in 2020/2050 for various GHG concentration levels for Annex I and non-Annex I countries as a group^a

Scenario category	Region	2020	2050
A-450 ppm CO ₂ -eq ^b	Annex I	-25% to -40%	-80% to -95%



Greenhouse Gas Reduction Targets

	2010	2020	2030	2050
Portland	10% < 1990		40% < 1990	80% < 1990
Oregon	1990 level	10% < 1990		75% < 1990
Washington		1990 level	25% < 1990 (2035)	50% < 1990
California		1990 level		80% < 1990



Local Action Plan on Global Warming

- The City and County have made substantial progress in carrying out the Local Action Plan since it was adopted in 2001
- By 2008, emissions had fallen 1.2 percent below 1990 levels
- Over the same period emissions in the US increased by 13 percent
- On a per capita basis, local emissions have fallen 19 percent
- While the early achievements in the Portland area are notable, the latest science suggests that dramatically more ambitious actions are required



Climate Action Plan 2009

Identifies actions in **eight categories** to put Portland and Multnomah County on a path to reduce carbon emissions 40 percent by 2030 compared to 1990 levels

Focuses principally on actions to be undertaken in the next three years to shift Portland and Multnomah County's emissions trajectory

The plan calls for:

- Annual progress reports to City Council and County Commission
- New actions every three years
- Revision of Plan in 2020



Urban Form and Mobility

2030 Objective 5. Create vibrant neighborhoods where 90 percent of Portland residents and 80 percent of Multnomah County residents can easily walk or bicycle to meet all basic, non-work needs and have safe pedestrian or bicycle access to transit.

2030 Objective 6. Reduce per capita daily vehicle miles traveled (VMT) by 30 percent from 1990 levels.



Urban Form and Mobility

2030 Objective 7. Improve the efficiency of freight movement within and through the Portland metropolitan area.

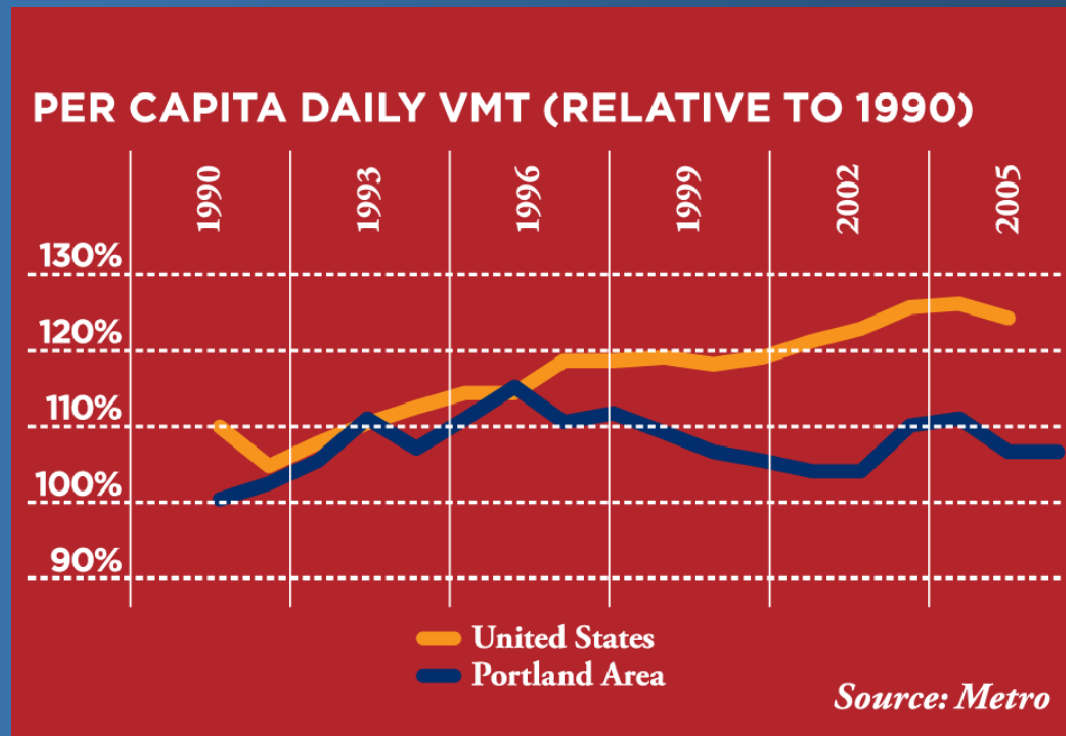
2030 Objective 8. Increase the average fuel efficiency of passenger vehicles to 40 miles per gallon and improve performance of the road system.

2030 Objective 9. Reduce the life cycle greenhouse gas emissions of transportation fuels by 20 percent.



Vehicle miles traveled (VMT)

Vehicle miles traveled measures the total miles traveled in motor vehicles in a given area. It is an indicator of how reliant people and businesses are on motor vehicles to meet their mobility needs.



Reduce per capita VMT by 30 percent

Actions to be completed by 2012

- (i) Establish a sustainable funding source
- (ii) Account for GHG emissions from investments in and the performance of the transportation system
- (iii) Support investments in high performance broadband connectivity
- (iv) Work with regional partners
- (v) Update the TSP to incorporate mode share goals that will result in a 40 percent reduction in transportation related carbon emissions by 2030
- (vi) Prioritize funding for low-carbon transportation projects while balancing with safety, maintenance and freight movement



Action Item iv

Work with regional partners

Develop strategy for High Speed Rail from Eugene to Vancouver, BC

Participate in least cost planning

Support investments and policies that move region toward VMT reduction and mode share goals

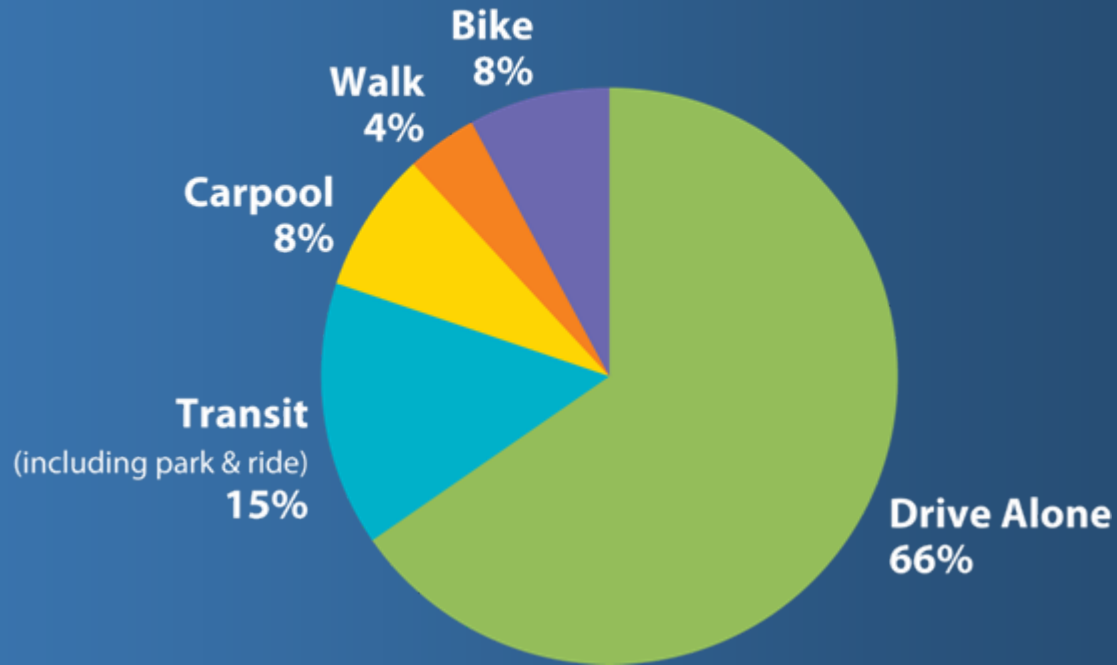
Work with Metro and TriMet on regional transit investment strategy

Partner with Metro to implement Household Activity Survey



Action Item v

CURRENT COMMUTE MODE SHARE FOR PORTLAND



Action Item v

2030 TARGET COMMUTE MODE SHARE FOR PORTLAND

Additional Telecommuting
2.5%

Bike
30%

Walk
7.5%

Carpool
10%

Transit
(including park & ride)
25%

Drive Alone
30%



Reduce per capita VMT by 30 percent

Efforts already underway:

- (a) **Build the Eastside Streetcar and complete the analysis of the next streetcar corridor**
- (b) Implement SmartTrips Portland to 30,000 households each year
- (c) Expand Safe Routes to School to serve all schools in Portland
- (d) Provide TriMet passes to all high school students in Portland
- (e) **Build 15 miles of bicycle boulevards before 2010 and aggressively implement the City's Bicycle Master Plan**
- (f) Complete the design of the MAX line to Milwaukie and participate in the regional HCT Plan
- (g) **Construct two miles of sidewalks on arterials**
- (h) Incorporate bike/ped facilities in new Sellwood Bridge
- (i) Require minimum long-term bicycle parking in new multi-family developments



2040 Theme: Travel Options

- All streets retrofitted to include sidewalks and bikeways
- Better-connected street systems that allow easier walking and access to transit
- Frequent transit service on all major streets



Eastside Streetcar



Bicycle Boulevards

15 miles of bicycle boulevards funded through PDOT, BES and Federal Stimulus



Sidewalk Infill

NE Weidler at 102nd Ave



Two miles of sidewalks on arterials funded through Federal Stimulus – SE 122nd, NE/SE 82nd and SW Barbur



Freight Movement

Actions to be completed by 2012

- (i) Protect existing intermodal freight facilities and support centrally located and regionally significant industrial areas
- (ii) Work with Portland Freight Committee and regional partners to reduce GHG emissions related to freight movement in the region



2040 Theme: Protect Industry

- Maintain freight mobility on highways
- Ensure quality freight access to ports and industrial areas from region's highway and rail network



Transportation-related Carbon Emission Targets (Multnomah County)

