



Board of County Commissioners
MULTNOMAH COUNTY OREGON

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214

October 29, 2009

Steve Rudman
Executive Director
Housing Authority of Portland
135 SW Ash Street
Portland, OR 97204

Deb - 10/29
for your ^{BCC} records
Bechie

Dear Steve:

Multnomah County is pleased to support the Housing Authority of Portland's Hope VI application for redevelopment of Hillsdale Terrace by providing this letter of support and accompanying resolution adopted by the Board of County Commissioners at our meeting today.

The County has many roles in our community, the main one is ensuring safety net services for those in need. Our long-term partnership with HAP is centered on the ideal of providing supportive services to those you help to house.

Hillsdale Terrace is an extremely distressed and isolated public housing property in Southwest Portland. Residents struggle to gain access to educational, employment and social services that would help them achieve a better quality of life. The despair felt among many residents at Hillsdale Terrace is due in large part to rundown facilities and lack of available resources, whether educational, professional or social.

HAP's comprehensive community needs assessment, conducted this past summer, found that Hillsdale Terrace residents want a safer community, a stronger connection with surrounding neighborhoods, better educational programs for their children and improved access to health care as well as healthier foods. Multnomah County's array of services can assist in meeting some of these needs.

We are pleased that the U.S. Department of Housing and Urban Development has placed an emphasis in this round of funding on early childhood development and appreciate that HAP plans to build classrooms dedicated to early childhood development at the new Hillsdale Terrace. Neighborhood House, a long-time county partner and the proposed operator of these classrooms, has a proven track record in addressing the needs of young children and their families.

With the redevelopment of Hillsdale Terrace, Multnomah County will be able to expand its services to current and future residents of the Hillsdale community. These services will cover both the relocation and re-occupancy phases of the HOPE VI grant.

Environmental Health - \$19,200

There is growing awareness worldwide that the remaining differences in health status among groups in society are largely the result of the differing social conditions these groups experience. These social conditions include economic and employment status,

educational attainment, and respect and dignity. Public health professionals are coming to the conclusion that if we want to eliminate persistent health inequities, we must work with non-traditional partners to address social conditions *and* support individuals and communities to increase control over their lives and their health. This awareness produced the definition of health promotion adopted by the World Health Organization in its 1986 Ottawa Charter: "Health promotion is the process of enabling people to increase control over, and to improve their health."

Multnomah County's Healthy Homes/Health Education program will educate HAP landlords, property managers, and tenants about environmental health issues with the goal of creating and maintaining healthy homes. The program's primary focus is on improving indoor air quality through the use of environmentally friendly building materials and cleaning products. Through the in-kind donation of staff members' time to conduct workshops and provide outreach services, residents will receive technical assistance on health education and learn about topics related to maintaining a healthy home and health equity. Hillsdale Terrace residents will be able to access these services during relocation and re-occupancy phases of the grant period.

The combined rate for a program development specialist and health educator would be \$96/hour (salary, fringe and modest indirect costs). At 40 hours per year for five years, the in-kind match is estimated at \$19,200.

Healthy Eating Active Living - \$75,000

In 2006, the Healthy Eating Active Living (HEAL) Coalition came together to promote physical activity and healthy eating among the children and families living near and attending Clarendon Elementary School in North Portland's Portsmouth neighborhood. In 2008 James John Elementary in the St. John's neighborhood was added to the Coalition. The HEAL Coalition has been successful in promoting monthly parents meetings, a walk-to-school campaign, TV Turn Off week, a "Be Active" and runners club, fruit and vegetable promotional activities, bike riding to school by providing education and bike racks for students, and much more. The Coalition's activities are intended not only to change individual behavior through knowledge and opportunities to learn new skills, but also to implement strategies that influence community norms and lead to the adoption of policies that make it easier for the community at large to eat well and be physically active.

Building on this success, the County will work with residents at Hillsdale Terrace to form a HEAL Coalition among tenants after the redevelopment is complete. This Coalition, with staff support from Multnomah County, will encourage residents to address issues most important to their families. The estimated cost for this project including a .5 FTE Health Educator, community incentives and supplies is approximately \$75,000.

Women, Infant, Children Program - \$4,000

The WIC program provides food and nutritional support to pregnant and breastfeeding moms and children prior to the age of five years old. Multnomah County Health Department delivers these services, which include money for healthy food, nutrition education, growth monitoring and referral services for children. WIC is available to families at 185% of the federal poverty level. We anticipate 65% of children ages 0-4 will be eligible for these services, an estimated 42 children per year based on project data. In addition, pregnant women will be eligible, although it is not possible to estimate that number at this time. The Health Department will do four outreach events at Hillsdale Terrace after redevelopment to ensure those who are eligible for these services are enrolled and connected to the appropriate health clinic to deliver those services. These outreach events will occur twice a

year for the first two years. The estimated in-kind contribution is \$1,000 per outreach event (staff time plus materials) is \$4,000.

Health Department – Primary Care Referral

Multnomah County does not have a health clinic in Southwest Portland however residents of Hillsdale Terrace can use health clinic services in other areas of Multnomah County. To ensure access, the Health Department will implement a simple referral process and workflow with the Resident Services Coordinator (who would have insight into identifying the families and assessing their needs), and the Medicaid Program staff. The Coordinator can submit a referral to the Health Department. We will then assist the family in scheduling appointments for both screening for Oregon Health Plan/Medicaid eligibility and a New Patient medical appointment (through PCARD, MCHD's Primary Care Access & Referral Program). This process will ensure that family members potentially eligible for coverage through the state, receive application and enrollment assistance, and that family members have access to medical care, be assigned a medical home and primary care provider. This program screened more than 33,000 individuals over the last fiscal year. We can not estimate the value of these services at this time.

Schools Uniting Neighborhoods (SUN) System - \$90,000

Multnomah County provides youth and family services through its SUN Service System (Schools Uniting Neighborhoods), which coordinates and provides educational, recreational, social, and health services throughout Multnomah County. Hillsdale Terrace is home to 101 children enrolled in all school grades, from kindergarten through high school. This number is projected to double with an influx of new families moving into the renovated Hillsdale Terrace.

The community needs assessment conducted by HAP in preparation for the HOPE VI revitalization of Hillsdale Terrace showed that 76 percent of children are not enrolled in after-school programs, such as homework clubs. The majority of parents expressed the need for such programs at the elementary, middle and high school levels, as they believe these programs help children succeed in the classroom. Multnomah County will provide on site early childhood and academic support services through existing contracted service providers for the region.

The annual contract with SUN service provider is \$20,000 and a total four and a half year cost is estimated at \$90,000.

Multnomah County Library Services - \$20,139

Multnomah County Library is ideally suited to be an effective partner in the HOPE VI Community and Supportive Services program. The Library's priorities allow it to concentrate on services that match HAP's focus on greater economic stability, the well-being of children, and the highest possible quality of life. The Library's current priorities include:

- Being a community resource during the economic crisis, providing resources, programs and support to help people in job searches and as education support;
- Fostering early literacy, presenting programs and services designed to ensure that children will enter school ready to learn to read;
- Supporting K-12 student learning, providing the services, materials and resources they need to succeed in school;
- Providing resources for immigrants, with information and resources people need to participate successfully in life in the United States; and
- Facilitating civic engagement, inspiring participation in our community, as well as addressing issues of public concern.

One of the ways the Library provides these services to Southeast Portland residents is by providing comfortable, welcoming facilities. The closest to Hillsdale Terrace is the Hillsdale Library. The new and expanded library, which opened in 2004, is a light and airy building with high ceilings, natural light, built with numerous energy-efficient features. It has an attractive public meeting room that can accommodate 46 people, and includes small, quiet study rooms for individual study or tutoring sessions. The Library also provides online homework help, computer labs with focus on job searching, story times for children of all ages, and a vibrant summer reading program.

Hillsdale Library and additional outreach staff provide services to families that experience barriers accessing library services in English. Services include a series of professionally evaluated classes for child care providers and caregivers of young children to improve their children's early literacy skills and their ability to enter kindergarten ready to succeed in reading. Classes are available in English, Spanish, Russian, and Vietnamese.

In addition to these services, the library will provide outreach services through the Summer Reading program to Hillsdale Terrace residents, ensuring that current residents are signed up and participating in summer reading prior to relocation.

The estimated cost of staffing and maintaining the Hillsdale Library for 2009-10 is \$2.8 million dollars, or \$147 per Hillsdale library cardholder. We are estimating that one-third of new residents will join as new cardholders in response to outreach events at Hillsdale Terrace. At that rate, the estimated value of library services to new patrons at Hillsdale Terrace is \$20,139 per year.

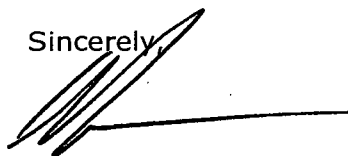
Aging and Disability Services - \$643,320

Multnomah County is pleased to hear that HAP will be able to serve seniors and people with disabilities at the new Hillsdale Terrace. Based on current HAP data, we project that half of the residents in one-bedroom units will be eligible for in-home services. Multnomah County, in partnership with HAP, will provide informational and referral services, case management and care coordination ensuring financial and medical benefits are in place and meet client needs. We also can connect residents with a range of peer support and intergenerational programs that support independence and choice. The estimated value of these services is \$643,320 over the next two and a half years.

- Nine households - $13,360 \text{ per year} \times 4.5 \text{ years} = \$60,120$ (cost of providing case management)
- Nine households - $129,600 \text{ year} \times 4.5 \text{ years} = \$583,200$ (value of in-home services and support)

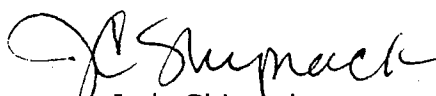
In all, the total in-kind contribution we envision from Multnomah County to support the residents of Hillsdale Terrace is estimated at \$851,659.

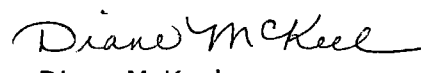
Sincerely,


Ted Wheeler
Chair


Deborah Kafoury
District 1


Jeff Cogen
District 2


Judy Shiprack
District 3


Diane McKeel
District 4



Multnomah County Oregon

Board of Commissioners & Agenda

connecting citizens with information and services

BOARD OF COMMISSIONERS

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OCTOBER 29, 2009

BOARD MEETING

FASTLOOK AGENDA ITEMS

Pg 2	9:30 a.m. Thursday Opportunity for Public Comment on Non-Agenda Matters
Pg 2	9:30 a.m. Thursday Resolution Adopting the 2009 Climate Action Plan in Partnership with the City of Portland
Pg 3	10:00 a.m. Thursday Resolution Urging the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act
Pg 3	9:20 a.m. Thursday Resolution Supporting the Housing Authority of Portland's HOPE VI Application to Revitalize Hillsdale Terrace Apartments
Pg 4	10:48 a.m. Thursday Fiscal Year 2011 General Fund Five Year Forecast

Thursday meetings of the Multnomah County Board of Commissioners are cable-cast live and taped and may be seen by Cable subscribers in Multnomah County at the following times:

(Portland & East County)

Thursday, 9:30 AM, (LIVE) Channel 30

Sunday, 11:00 AM Channel 30

(East County Only)

Saturday, 10:00 AM, Channel 29

Tuesday, 8:15 PM, Channel 29

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Thursday, October 29, 2009 - 9:30 AM
Multnomah Building, First Floor Commissioners Boardroom 100
501 SE Hawthorne Boulevard, Portland

REGULAR MEETING

CONSENT CALENDAR - 9:30 AM

COMMISSION ON CHILDREN, FAMILIES AND COMMUNITY

- C-1 Appointments of Ernesto Dominquez and Chris Edmonds, Nay'Chelle Harris and Shalonda Menefee to the Multnomah County COMMISSION ON CHILDREN, FAMILIES AND COMMUNITY

DEPARTMENT OF HEALTH

- C-2 Appointment of Jeffrey Dana to the Multnomah County VECTOR NUISANCE ADVISORY COMMITTEE

DEPARTMENT OF COMMUNITY SERVICES

- C-3 RESOLUTION Authorizing the Repurchase of a Tax Foreclosed Property by the Former Owner, Theodore A. Johnson

DEPARTMENT OF COUNTY HUMAN SERVICES

- C-4 BUDGET MODIFICATION DCHS-10 Reclassifying One 1.00 FTE Finance Specialist 2 to Finance Specialist Senior in Business Services, as Determined by the Class/Comp Unit of Central Human Resources

REGULAR AGENDA

PUBLIC COMMENT - 9:30 AM

Opportunity for Public Comment on non-agenda matters. Testimony is limited to three minutes per person. Fill out a speaker form available in the Boardroom and turn it into the Board Clerk.

NON-DEPARTMENTAL - 9:30 AM

- R-1 RESOLUTION Adopting the 2009 Climate Action Plan in Partnership with the City of Portland. Presented by Commissioner Jeff Cogen, Kat West, Mayor Sam Adams, Susan Anderson, Michael Armstrong and Karol Collymore. 30 MINUTES REQUESTED.

R-2 RESOLUTION Urging the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act. Presented by Commissioner Jeff Cogen, Marissa Madrigal, Rebecca Shine and Invited Guests. 20 MINUTES REQUESTED.

R-3 RESOLUTION Supporting the Housing Authority of Portland's HOPE VI Application to Revitalize Hillsdale Terrace Apartments. Presented by Commissioner Deborah Kafoury, John Keating and Rachael Duke. 10 MINUTES REQUESTED.

DISTRICT ATTORNEY'S OFFICE – 10:30 AM

R-4 BUDGET MODIFICATION DA-2010-03 Appropriating \$95,162 from the US Department of Justice, Bureau of Justice Assistance, American Recovery and Reinvestment Act Grant Funding Program

COUNTY ATTORNEY'S OFFICE – 10:33 AM

R-5 Authorizing the Settlement of a Wrongful Death Claim Against Multnomah County

DEPARTMENT OF COMMUNITY JUSTICE – 10:37 AM

R-6 BUDGET MODIFICATION: DCJ-09 Appropriating \$151,636 from the US Department of Justice, Improving Community Response to the Commercial Sexual Exploitation of Children Grant in the Department of Community Justice's Federal/State Fund

DEPARTMENT OF COMMUNITY SERVICES – 10:41 AM

R-7 Second Reading and Adoption of an ORDINANCE Amending the Multnomah County Flood Hazard Regulations to Adopt Updated Flood Insurance Rate Maps and to Incorporate Changes to the State's Model Flood Ordinance

DEPARTMENT OF HEALTH – 10:45 AM

R-8 BUDGET MODIFICATION HD-08 Authorizing the Creation of One New Position, the Restoration of Three Positions, and the Adjustment of Two Other Positions within Corrections Health Division of the Health Department

DEPARTMENT OF COUNTY MANAGEMENT – 10:48 AM

R-9 Fiscal Year 2011 General Fund Five Year Forecast. Presented by Mike Jaspin. 45 MINUTES REQUESTED.

BOARD COMMENT

Opportunity (as time allows) for Commissioners to provide informational comments to Board and public on non-agenda items of interest or to discuss legislative issues.



Commissioner Judy Shiprack

Multnomah County Oregon

Suite 600, Multnomah Building
501 SE Hawthorne Boulevard
Portland, Oregon 97214

Phone: (503) 988-5217
FAX: (503) 988-5262
Email: district3@co.multnomah.or.us

MEMORANDUM

TO: Chair Ted Wheeler
Commissioner Deborah Kafoury
Commissioner Jeff Cogen
Commissioner Diane McKeel
Clerk of the Board Deb Bogstad

FROM: Keith Falkenberg
Staff to Commissioner Judy Shiprack

DATE: October 5, 2009

RE: Commissioner Shiprack Excuse Memo

Commissioner Shiprack will be out of town September October 28 through-30, 2009. She will be attending the NACo Large Urban County Caucus. Commissioner Shiprack will be unable to attend the October 29, 2009 Board Meeting.



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
501 S.E. HAWTHORNE BLVD., Room 600
PORTLAND, OREGON 97204
(503) 988-5213

Diane McKeel • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: Chair Ted Wheeler
Commissioner Deborah Kafoury
Commissioner Jeff Cogen
Commissioner Judy Shiprack
Board Clerk Deb Bogstad

FROM: Andrew Olsen
Staff Assistant to Commissioner Diane McKeel

DATE: October 23, 2009

RE: October 29 Board Meeting

Due to a previously scheduled engagement, Commissioner McKeel will not be at the commission meeting on Thursday October 29, 2009.

Thank you,

Andrew Olsen



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: C-1
Est. Start Time: 9:30 AM
Date Submitted: 10/22/09

Agenda Title: **Appointments of Cyreena Boston, Ernesto Dominquez and Chris Edmonds, Nay'Chelle Harris and Shalonda Menefee to the Multnomah County COMMISSION ON CHILDREN, FAMILIES AND COMMUNITY**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: Consent Agenda
Department: Non-Departmental Division: Chair's Office
Contact(s): Joshua L. Todd
Phone: (503) 988-3308 Ext. 85531 I/O Address: 503/600
Presenter(s): N/A

General Information

1. What action are you requesting from the Board?

Request board approval of appointment of Nay'Chelle Harris, Shalonda Menefee, Cyreena Boston, Ernesto Dominquez, and Chris Edmonds to the Multnomah County Commission on Children, Families and Community.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.
Mission Statement: CCFC impacts policy, leverages resources and invests strategically to build a thriving community.

The purpose of the Multnomah County Commission on Children, Families and Community (CCFC) is to develop and prepare in accordance with State law a comprehensive plan for the delivery of services to be provided for children and families in the county. The CCFC oversees implementation of the plan and monitors the outcomes, including State and County benchmarks. They receive and distribute Federal and State community services funds for the County and ensure

the effectiveness of community involvement in the poverty program planning process. The CCFC reviews and approves local poverty program policy, and monitors and evaluates poverty program effectiveness. The CCFC has a board of at least nine but no more than 33 members that reflect the diverse County population. One-third of the CCFC board members are elected public officials or their designees. At least one-third of the CCFC board members represent persons in poverty in the County. The remainder of the CCFC board members have a commitment to the well-being of children, youth and families. Members are appointed by the County Chair with approval of the Board of County Commissioners.

3. Explain the fiscal impact (current year and ongoing).

No fiscal impact

4. Explain any legal and/or policy issues involved.

No legal and/or policy issues involved.

5. Explain any citizen and/or other government participation that has or will take place.

N/A

Required Signature

**Elected Official or
Department/
Agency Director:**

/s/ Joshua L. Todd

Date: 10/19/09



Multnomah County Commission
on Children, Families & Community

421 SW Oak Street, 2nd Floor
Portland, OR 97204
503.988.4502 / fax: 503.988.5538
www.ourcommission.org



Making Multnomah County a Great Place for Everyone to Grow Up and Live

TO: Chair Ted Wheeler

FROM: Joshua Todd, Interim Director: CCFC

DATE: October 23, 2009

SUBJECT: CCFC Board appointments

Please accept the following nominations, of the CCFC board, for appointments to the Commission. I have personally met with each current board member and solicited recommendations for new members. This will be a continuing process as the current slate does not fill our need for robust representation from the early childhood community. I would like to thank Ruth and Deb for helping move these so quickly through the agenda placement process.

Nominations:

Name	Date of Term	Background
Cyreena Boston	11/2013	Cyreena works for Senator Jeff Merkley in his district office. She is a former candidate for Oregon House District 45 and member of Multnomah County's Citizen Involvement Committee. Cyreena has a wealth of experience working in N/NE Portland and is very familiar with children, families and poverty policy.
Ernesto Dominguez	11/2013	Ernesto has served on the Multnomah Youth Commission for three years, two of those years as a policy liaison. He also worked as a Youth Planner for the City of Portland in Mayor Tom Potter's office. Ernesto has personal experience in Multnomah County's homeless youth system and is an active volunteer with the Sexual Minority Youth Resource Center and Basic Rights of Oregon.
Chris Edmonds	9/2010*	Multnomah Youth Commission Co-Chair and senior at Grant High School. Chris co-led the Youth Commission's school-based health center research project last year and organized a successful awareness week for the Grant HS School Based Health Clinics. This year he will focus his efforts on the MYC's Education committee and serving on the CCFC.

BoardMemoMembership

Nay'Chelle Harris	9/2010*	Multnomah Youth Commission Co-Chair and senior at Central Catholic High School. Nay'Chelle co-led the Youth Commission's school-based health center committee last year and will continue in that role this year. Nay'Chelle volunteers in her NE neighborhood and is an avid dancer.
Shalonda Menefee	11/2013	Shalonda is mother of three, single parent and vocal advocate for children and families living in poverty. She has a background in social services and recently founded a "back-to-basics" program to teach children and youth from low-income backgrounds how to create homemade goods to save money and also to generate income.

*Youth Commissioners only serve 1 year terms. Ernesto Dominguez currently serves on the Youth Commission but will age out this year. He is being recommended for a full term.

C: Carla Piluso
Lorenzo Poe
Ruth Langlois
Bonnie Rosatti



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: C-2
Est. Start Time: 9:30 AM
Date Submitted: 10/21/09

Agenda Title: **Appointment of Jeffrey Dana to the Multnomah County VECTOR NUISANCE ADVISORY COMMITTEE**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: Consent Agenda
Department: Non-Departmental Division: Chair's Office
Contact(s): Ruth Langlois
Phone: (503) 988-3308 Ext. 85531 I/O Address: 503/600
Presenter(s): N/A

General Information

1. What action are you requesting from the Board?

Request board approval of appointments of Jeffrey Dana to the Multnomah County Vector Control and Enforcement Advisory Committee.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The Multnomah County Vector and Code Enforcement Advisory Committee was established by Multnomah County Ordinance #1052. This committee advises the board and the Environmental Health Section or Health Department Director on matters involving the County vector control program. The committee assists in evaluating current and future plans and practices of vector control services, including strategic direction related to public health prevention, surveillance, intervention, education and enforcement. The Committee provides information regarding the environmental health needs and wants of the community. The Committee is composed of nine members appointed by the Chair upon approval of the Board. The membership represents citizens of Multnomah County interested in vector control issues from diverse geographical and occupational interests. Chris Wirth, Program Manager for Multnomah County Vector and Nuisance Control oversees the committee and Lynn George, Program Development Specialist Sr. of the Multnomah

County health Department is staff liaison to the Multnomah County Vector Control and Enforcement Advisory Committee.

3. Explain the fiscal impact (current year and ongoing).

No fiscal impact

4. Explain any legal and/or policy issues involved.

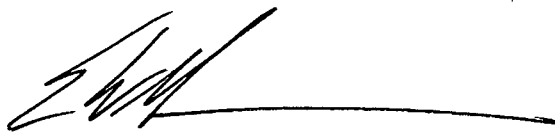
No legal and/or policy issues involved.

5. Explain any citizen and/or other government participation that has or will take place.

N/A

Required Signature

**Elected Official or
Department/
Agency Director:**

A handwritten signature in black ink, appearing to be "E. W. H.", written over a horizontal line.

Date: 10/21/2009

Multnomah County Vector* Control and Enforcement Advisory Committee

****Vectors are animals/insects that can transmit disease to humans***
Interest Form

Purpose:

Acquire diverse community perspectives and recommendations on the full range of Vector Control and Enforcement activities and liaison to general environmental health advisory committee.

Please call for information (Lynn George, 503-988-3400 Ext. 28152)

**We are happy to take your application information over the phone
or mail or email your completed application to:**

Multnomah County Health Department
Vector Control and Enforcement Advisory Committee
c/o Lynn George
3653 SE 34th Avenue
Portland, OR 97202

Lynn.m.george@co.multnomah.or.us

Name Jeffrey M. Dana

Address 773 NW 13th #508

City/State/ZIP Code Gresham, OR, 97030

Home Phone: 503 703-5411 Work Phone: 503-618-3000

e-mail: ffdude@hotmail.com

Place of Employment: City of Gresham Fire and Emergency Services

1. The Multnomah County Vector Control and Enforcement Advisory Committee will provide a community perspective and recommendations to vector planning and response. What interests or activities of yours may pertain to vectors and enforcement of codes that relate to community livability?

I am concerned about decreasing disease in my county. I view my participation on this committee as a way to do that. I have a background in public service and nursing. I have been an RN for 23 years, a firefighter for 15 years, a hazmat tech/hazmat paramedic for 10 years. I have also taught at Portland Community College and Mt Hood Community College in Emergency Medical Services and Fire Science.

Appointments will be staggered for one two and three year terms.

2. What is your preferred time commitment to this committee? *It may not be possible to assure your preference.

One Year _____ Two Years X Three Years _____

3. How long have you lived in Multnomah County?

Less than a year _____ 1-5 Years _____ 5-10 Years _____ 10+ Year 46 years

4. What is your occupation? If retired, what was your former occupation?

I am Currently a Captain/Paramedic for the City of Gresham Fire and Emergency Services.

5. Please describe your educational training or background: I have earned degrees in Fire Service Administration, Nursing, Fire Science, General Studies, and in Liberal Arts. I also have training as a paramedic, a hazardous materials technician, and I am a National Fire Academy graduate in Chemistry of Hazardous Materials.

6. Are you a member of any groups or organizations? Please list and describe your involvement. Southlake Church, West Linn, Oregon

7. Have you had any previous experience with consensus committees or decision making?

Yes X No _____ If so, please describe: I have been on the Tri-County Emergency Medical Services Protocol Committee. Most recently as the Co-Chair of the Toxicology Subcommittee. The committee is responsible for researching upgrades and changes to the Emergency Medical care delivered by paramedics and EMTs in Multnomah, Washington, and Clackamas Counties.

I was a member of the Multnomah County Anthrax Committee, chaired by Dr. Gary Oxman. This committee morphed into a committee on Medical Care Collection Points and it's efforts were presented and tested in 2008 during the Federal TOPOFF exercise.

8. What perspectives or special skills do you feel you bring to the Advisory Committee?

I have a wide and varied background in education and careers. And I feel that my experience in working with Anthrax and Influenza preparations will help me to assist. I work for a local public agency and so I am very aware of working in a shrinking budgetary environment that puts a premium on research and good decision making.

9. What do you feel are the most important Environmental Health issues affecting Multnomah County?

I don't know...and that is the correct answer. I have read the last few meeting minutes and see that there is concern for Flu, Hantavirus, and West Nile Virus. But I would have to observe the committee and talk with the other members to get a feel for what they are currently concerned with. One of the big issues will be conducting business as usual in an environment of shrinking resources. I was encouraged that the committee and the County are actively looking at what the other area resources are doing. That can go a long way to avoid duplication of services, and create partnerships.

10. Membership will entail participating in committee work, usually about 2 hours total per month. Are you able to make the time commitment necessary to participate at this level?
☒ Yes ☐ No

11. Please provide personal or professional references:

Fire Chief Scott Lewis, City of Gresham Fire and Emergency Services
1333 NW Eastman Parkway
Gresham OR 97030
503-618-2339

Dr. Jon Jui, Multnomah County EMS Physician Advisor, Medical Director

Multnomah County Health Dept. EMS, 426 SW Stark, 7th floor,
Portland, OR, 97204
503-988-3220

Multnomah County Vector Control and Enforcement Mission Statement

The mission of Multnomah County Vector and Nuisance Control (MCVNC) is to promote community livability by managing vector-borne diseases through surveillance, suppression of vector populations and code enforcement to maintain and support those actions. MCVNC works in cooperation with surrounding communities and other contracting entities to address emerging vector-borne disease issues.



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: C-3
Est. Start Time: 9:30 AM
Date Submitted: 10/21/09

Agenda Title: **RESOLUTION Authorizing the Repurchase of a Tax Foreclosed Property by the Former Owner, Theodore A. Johnson**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: Consent Item
Department: Community Services Division: Tax Title
Contact(s): Jerry Elliott
Phone: 503-988-4624 Ext. 84624 I/O Address: 503/1/Tax Title
Presenter(s): Jerry Elliott

General Information

1. What action are you requesting from the Board?

The Tax Title Section is requesting the Board to approve the repurchase of a tax foreclosed property by the former owner Theodore A. Johnson.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The subject property (as shown in Exhibit A) was foreclosed on for delinquent property taxes and came into County ownership on October 2, 2009. Stewart Title contacted Tax Title on October 7, 2009, on behalf of the former owner, requesting the payoff information to repurchase the property within the 30 days provided by Multnomah County Code Chapter 7.

This action affects our Vibrant Communities Program Offer by placing a tax foreclosed property back onto the tax roll.

3. Explain the fiscal impact (current year and ongoing).

The repurchase will allow for the recovery of the delinquent taxes, fees, and expenses. The sale will also reinstate the property on the tax roll.

4. Explain any legal and/or policy issues involved.

Multnomah County Code Section 7.402 provides for 30 days notice to the former owner of record to repurchase a property foreclosed on for delinquent property taxes and expenses.

5. Explain any citizen and/or other government participation that has or will take place.

None is anticipated.

Required Signature

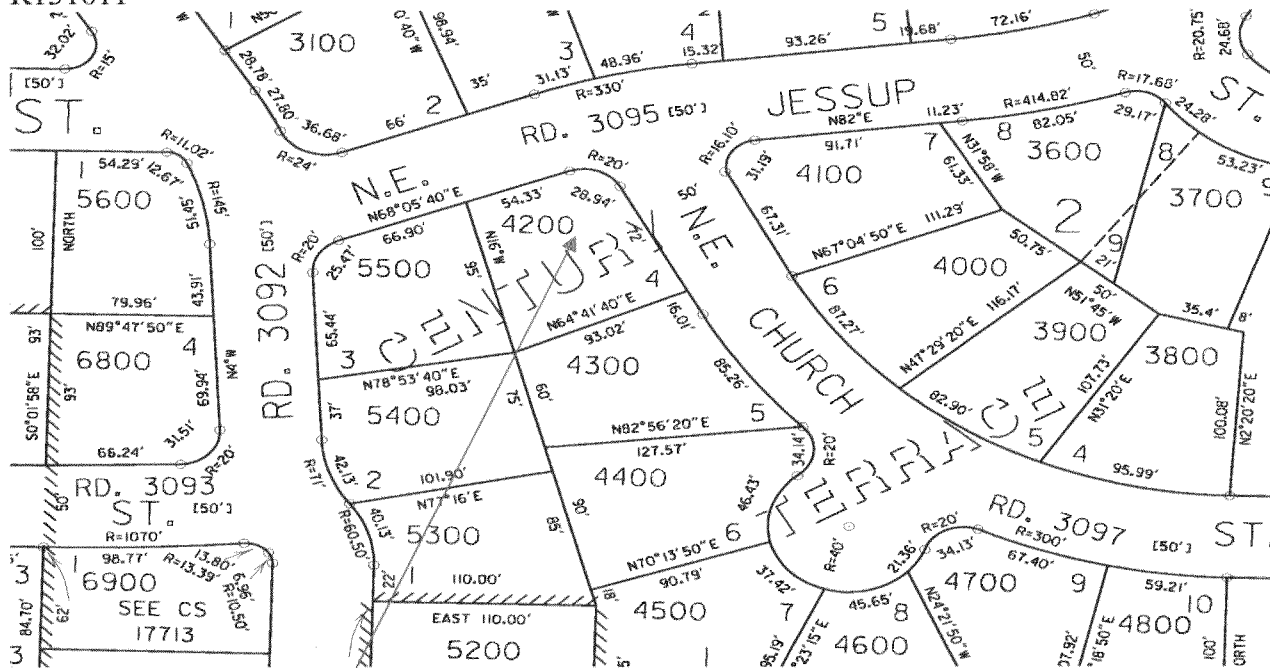
**Elected Official or
Department/
Agency Director:**



Date: 10/21/09

EXHIBIT A

R131611



5526 NE Jessup Street



EXHIBIT B
PROPOSED PROPERTY LISTED FOR REPURCHASE

LEGAL DESCRIPTION	Lot 4, Block 1, Century Terrace
PROPERTY ADDRESS:	5526 NE Jessup Street
TAX ACCOUNT NUMBER:	R131611
GREENSPACE DESIGNATION:	No designation
SIZE OF PARCEL:	7,200 SF
ASSESSED VALUE:	\$246,310

ITEMIZED EXPENSES FOR TOTAL PRICE OF PRIVATE SALE

BACK TAXES & INTEREST:	\$25,844.53
TAX TITLE MAINTENANCE COST & EXPENSES:	\$500.00
PENALTY & FEE:	\$880.28
MINIMUM PRICE REQUEST FOR REPURCHASE	\$27,224.81

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Authorizing the Repurchase of a Tax Foreclosed Property by the Former Owner, Theodore A. Johnson

The Multnomah County Board of Commissioners Finds:

- a. Theodore A. Johnson is the former owner of certain real property described as follows:

Lot 4, Block 1, Century Terrace

(the Property). On or about September 30, 2007 judgment was entered in Multnomah County Circuit Court foreclosing the delinquent taxes levied against the Property.

- b. On October 2, 2009 the County Tax Collector deeded all right, title and interest in the Property to Multnomah County as authorized under ORS 312.200.
- c. Mr. Johnson has applied to the County in compliance with MCC Section 7.402 to repurchase the property for \$27,224.81, which amount is not less than that required by ORS 275.180 and MCC Subsection 7.402(C); and is in the best interest of the County that the property be sold to the former owner.

The Multnomah County Board of Commissioners Resolves:

1. The Chair is authorized to execute a deed, in substantial compliance with the attached deed, identified as Exhibit A, conveying the real property described above to the former owner Theodore A. Johnson.
2. The County's Tax Title Division is authorized to forward the signed deed to the appropriate Escrow Officer under a letter of instruction that provides that:
 - (a) the deed is to be delivered and recorded only upon receipt by the County of all funds the County is due in consideration for the above described property and payment of all municipal charges in compliance with ORS 307.100; and
 - (b) if the escrow is closed without the proper payment to the County or any other municipal charges then due, as noted in Resolve 2 (a); the deed and any copies must be returned immediately to the County.

ADOPTED this 29th day of October, 2009.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:
M. Cecilia Johnson, Director, Dept. of Community Services

EXHIBIT A

Until a change is requested, all tax statements shall be sent to the following address:

THEODORE A. JOHNSON
5526 NE JESSUP STREET
PORTLAND OR 97218-2468

After recording return to:
Multnomah County Tax Title 503/1

Deed D102193 for R131611

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, **Grantor**, conveys to THEODORE A. JOHNSON, **Grantee**, the following described real property:

Lot 4, Block 1, Century Terrace

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007.

The true consideration for this conveyance is \$27,224.81.

IN WITNESS WHEREOF, the Multnomah County Board of Commissioners by authority of a Resolution of the Board, entered of record; has caused this deed to be executed by the Chair of the of County Board.

Dated this 29th day of October, 2009.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

This Deed was acknowledged before me this 29th day of October 2009, by Ted Wheeler, to me personally known, as Chair of the Multnomah County Board of Commissioners, on behalf of the County by authority of the Multnomah County Board of Commissioners.

Deborah Lynn Bogstad,
Notary Public for Oregon;
My Commission expires: 6/27/2013

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney
Page 2 of 2 - Resolution and Deed Authorizing Private Sale



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

APPROVED : MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-4 DATE 10/29/09
DEBORAH L. BOGSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: C-4
Est. Start Time: 9:30 AM
Date Submitted: 10/23/09

BUDGET MODIFICATION: DCHS - 10

**BUDGET MODIFICATION DCHS-10 Reclassifying One 1.00 FTE Finance
Agenda Specialist 2 to Finance Specialist Senior in Business Services, as Determined by
Title: the Class/Comp Unit of Central Human Resources**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date:	<u>October 29, 2009</u>	Amount of Time Needed:	<u>N/A – Consent Agenda</u>
Department:	<u>County Human Services</u>	Division:	<u>Business Services</u>
Contact(s):	<u>Kathy Tinkle</u>		
Phone:	<u>503-988-3691</u>	Ext.	<u>26858</u>
		I/O Address:	<u>167/620</u>
Presenter(s):	<u>Consent Agenda</u>		

General Information

1. What action are you requesting from the Board?

The Department of County Human Services recommends approval of budget modification DCHS-10 reclassifying one 1.00 FTE position from Finance Specialist 2 to Finance Specialist Senior in Business Services, as determined by Class/Comp unit of Central Human Resources.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

This modification reflects a Class/Comp decision on a reclassification request initiated by the employee. This budget modification reclassifies one 1.00 FTE Finance Specialist 2 position to Finance Specialist Senior in program offer 25002, Business Services, per Class/Comp's decision. The classification decision indicates the work is significant requiring advance journey-level professional accounting, auditing and fiscal management skills to independently audit, analyze and evaluate financial records and systems; recommending solutions to senior managers regarding unusual or questionable financial conditions. The classification decision indicates the duties and responsibilities of this position are consistent with the Finance Specialist Senior classification.

3. Explain the fiscal impact (current year and ongoing).

The reclassification request will result in an annual increase in personnel costs by \$3,469 for the Finance Specialist Senior. Cost savings from a vacant Budget Analyst position (710376) in program offer #25002 Business Services will offset the increase in personnel costs for the current budget year. The financial impact is neutral. However, personnel costs will continue to increase overtime, as the pay scale for the Financial Specialist Senior is higher than a Financial Specialist 2.

4. Explain any legal and/or policy issues involved.

N/A

5. Explain any citizen and/or other government participation that has or will take place.

N/A

ATTACHMENT A

Budget Modification

If the request is a Budget Modification, please answer all of the following in detail:

- What revenue is being changed and why?

No revenue is being changed.

- What budgets are increased/decreased?

Budget impact is neutral. The small cost increase will come from other salary savings.

- What do the changes accomplish?

Approves the classification decision from Human Resources Class/Comp, allows for a classification that better reflects the functions and duties of the position involved.

- Do any personnel actions result from this budget modification? Explain.

Yes. The approval of this budget modification will result in reclassifying one 1.00 FTE in Business Services from a Finance Specialist 2 to Finance Specialist Senior, as determined by the Class/Comp unit of Central Human Resources.

- How will the county indirect, central finance and human resources and departmental overhead costs be covered?

N/A

- Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?

N/A

- If a grant, what period does the grant cover?

N/A

- If a grant, when the grant expires, what are funding plans?

N/A

<p><i>NOTE: If a Budget Modification or a Contingency Request attach a Budget Modification Expense & Revenues Worksheet and/or a Budget Modification Personnel Worksheet.</i></p>

ATTACHMENT B

BUDGET MODIFICATION: DCHS - 10

Required Signatures

**Elected Official
or Department/
Agency Director:**

Kathy Link for Joanne Fuller

Date: 10/19/09

Budget Analyst:

Paula Brewster

Date: 10/19/09

Department HR:

SDurant

Date: 10/21/09

Countywide HR:

Joi E. Orr

Date: 10/21/09

Budget Modification ID: **DCHS-10****EXPENDITURES & REVENUES**

Please show an increase in revenue as a negative value and a decrease as a positive value for consistency with SAP.

Budget/Fiscal Year: 2010

Line No.	Fund Center	Fund Code	Program #	Func. Area	Accounting Unit			Cost Element	Current Amount	Revised Amount	Change Increase/ (Decrease)	Subtotal	Description
					Internal Order	Cost Center	WBS Element						
1										0			
2	<u>Salary Savings as a result of a Budget Analyst position being vacant will absorb the net difference. No transactions are needed</u>												
3													
4										0			
5										0			
6										0			
7										0			
8										0			
9										0			
10										0			
11										0			
12										0			
13										0			
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21										0			
22										0			
23										0			
24										0			
25										0			
26										0			
27										0			
28										0			
29										0			
											0	0	Total - Page 1
											0	0	GRAND TOTAL

ANNUALIZED PERSONNEL CHANGEChange on a full year basis even though this action affects only a part of the fiscal year (FY).

							ANNUALIZED			
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
1000	6030	65287	CHSBS.FIN.CGF	Finance Specialist 2	705438	(0.15)	(8,260)	(2,395)	(2,276)	(12,931)
26090	6030	65287	CHSBS.FIN.TITLEXIX	Finance Specialist 2	705438	(0.85)	(45,337)	(12,509)	(15,492)	(73,338)
1000	6032	65287	CHSBS.FIN.CGF	Finance Specialist Senior	705438	0.15	8,651	2,509	2,301	13,461
26090	6032	65287	CHSBS.FIN.TITLEXIX	Finance Specialist Senior	705438	0.85	49,020	14,216	13,041	76,277
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
TOTAL ANNUALIZED CHANGES						0.00	4,074	1,821	(2,426)	3,469

CURRENT YEAR PERSONNEL DOLLAR CHANGECalculate costs/savings that will take place in this FY; these should explain the actual dollar amounts being changed by this Bud Mod.

							CURRENT YEAR			
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
1000	6030	65287	CHSBS.FIN.CGF	Finance Specialist 2	705438	(0.15)	(8,260)	(2,395)	(2,276)	(12,931)
26090	6030	65287	CHSBS.FIN.TITLEXIX	Finance Specialist 2	705438	(0.85)	(45,337)	(12,509)	(15,492)	(73,338)
1000	6032	65287	CHSBS.FIN.CGF	Finance Specialist Senior	705438	0.15	8,651	2,509	2,301	13,461
26090	6032	65287	CHSBS.FIN.TITLEXIX	Finance Specialist Senior	705438	0.85	49,020	14,216	13,041	76,277
										0
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										0
										0
										0
										0
										0
										0
TOTAL CURRENT FY CHANGES						0.00	4,074	1,821	(2,426)	3,469



Department of County Management
MULTNOMAH COUNTY OREGON
Human Resources

Multnomah Building
501 SE Hawthorne, Suite 400
Portland, Oregon 97214
(503) 988-5015 Phone
(503) 988-3009 Fax

To: Indirani Thirunamam, DCHS – Business Services (167/500)
From: Candace Busby, Classification and Compensation Unit (503/4) *C. Busby*
Date: October 7, 2009, revised from September 28, 2009, to include grade/pay changes
Subject: Reclassification Request # 1247 (Thirunamam, Indirani)

We have completed our review of your request and are amending the original decision based on further review and the information gathered during our second desk interview. The decision is outlined below.

Request Information:

Date Request Received: April 17, 2009
Current Classification: Finance Specialist 2
Job Class Number: 6030
Pay Grade: 23

Position Number: 705438
Requested Classification: Finance Specialist SR
Job Class Number: 6032
Pay Grade: 28

Request is: ☒ Approved as Requested
☐ Approved - Revised
☐ Denied

Effective Date: October 17, 2008

Allocated Classification: Finance Specialist SR
Pay Range: \$49,527.36 to \$60,927.84 annually

Job Class Number: 6032
Pay Grade: 28

Please note this classification decision is subject to all applicable requirements stated in MC Personnel Rule 5-50 and may require Board of County Commissioners' approval. This decision is considered preliminary until such approval is received.

Position Information:

☐ Vacant - see New/Vacant Section
☒ Filled & incumbent reclassified - see Employee Information Section
☐ Filled & incumbent not reclassified with position See New/Vacant Section

Employee Information:

Name of Incumbent Employee: Indirani Thirunamam
New Job Class Seniority Date: October 17, 2008

Date	Job Class and Number	Grade	Step	Rate	Action
10/16/2008	Finance Specialist 2 (6030)	23	8	\$26.82	Pre-Reclass
10/17/2008	Finance Specialist SR (6032)	28	3	\$26.82	Post-Reclass
2/3/2008			4	\$27.62	Step Increase

Employees in positions reclassified downward to a classification with a lower salary range will receive no change in pay. If an employee's pay exceeds the maximum of the lower salary range, pay will be frozen at the existing rate until the new salary range is higher than the employee's rate of pay. Compensation will be determined in accordance with applicable bargaining agreement or MC Personnel Rule 4-10. Any compensation or seniority adjustments will be processed in accordance with applicable bargaining agreement or MC Personnel Rule 2-80 and 4-10.

Per MC Personnel Rule 5-50-030, when the position is reclassified downward, the employee will be placed on the recall list for reappointment to the higher classification. The employee's Department Human Resource Unit will originate and process required documentation. Contact your Department HR Unit for additional information.

October 7, 2009

Reason for Classification Decision:

Two desk interviews were conducted with the incumbent, and meetings were also held with her supervisor Ed Jones, and Kathy Tinkle the Department Business Services Manager. The first desk interview was on June 26, 2009 with an additional interview on September 11, 2009 which included Michael Hanna, Local 88 Vice President.

This position independently provides grant accounting for more than 20 funding sources in excess of \$39 million, working with five division managers to develop and monitor the associated budgets with limited oversight from senior level finance managers. The work performed is detailed and requires the incumbent to have an in-depth knowledge of the requirements of each grant in order to recognize problems and recommend solutions to senior program managers. The incumbent conducts in-depth reviews of departmental records to ensure compliance with GAAP, state, local and grant laws, policies, procedures and processes; and is the lead resource to management on funding issues and trends, preparing extensive ad hoc reports, exhibits and other supporting documents to keep management apprised of grant status. Grant administration and support for assigned programs includes preparing annual revenue and expense forecasts, budget development and monitoring/reporting, contract review and requisition release, year end closing process, accounts receivable processing, and technical assistance pertaining to grants and audit matters.

The incumbent drafts the annual ADS program budget utilizing revenue projections from various funding streams. Based on this large budget the other division programs build their individual ADS program budgets. The incumbent works with program management and others to finalize the budget and prepares extensive reports to monitor usage throughout the year. Mistakes in monitoring budgeted amounts against funding streams have a high cost risk and could result in a program running out of money or under spending grant resources. The work is significant, requiring advanced journey-level professional accounting, auditing and fiscal management skills to independently audit, analyze and evaluate financial records and systems; recommending solutions to senior managers regarding unusual or questionable financial conditions. Based on the additional information provided in her appeal, information from the position description, the interviews and meetings with program managers the best fit for this work is the Finance Specialist, Senior (6032) classification.

Appeal Rights

The outcome of a reclassification request may be appealed under Article 15 of the Local 88 contract by filing a Step 3 grievance within fifteen (15) days of receipt of this notification letter.

If you have any questions, please feel free to contact me at 503-988-5015 ext. 24422.

cc: Ed Jones, Finance Supervisor
Paula Brunt, HR Manager
Pauline Reed, HR Maintainer
Michael Hanna, Local 88
Bryan Lally, Local 88
Class Comp File Copy

#1

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 10/29/09

SUBJECT: EVIDENCE OF DEPUTY DAN STATEN'S
FELONY, the audio record of his admission, is on the way.

AGENDA NUMBER OR TOPIC: Public Comment

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Richard L. Koenig

ADDRESS: P.O. Box 5755

CITY/STATE/ZIP: Portland, Oregon [97228]

PHONE: DAYS: 503 287-1240 EVES: _____

EMAIL: richard.l.koenig@gmail.com FAX: _____

SPECIFIC ISSUE: Impending appointment of
Dan Staten as Sheriff of Multnomah Co.

WRITTEN TESTIMONY: _____

I'm sorry that I am late in bringing this
evidence of DAN STATEN'S CRIMINAL
CONDUCT to the attention of the PROPER
authorities

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

Date: October 23, 2009

To: The Honorable Judge Marilyn Litzenberger

From: Richard L. Koenig

In Re: Interim Multnomah County Sheriff, Dan Staten

Dear Judge Litzenberger:

RECEIVED

Capt Hasler Witnessed OCT 23 2009
Service of McKeel

MARILYN E. LITZENBERGER

Rec'd by
Sanger

RECEIVED

OCT 22 2009

I am writing to call your attention to the testimony of Sheriff's Deputy Dan Staten in the matter of State v Koenig, case Number 060545988. Deputy Staten testified in regard to threatening letters that he and Sheriff Giusto had intended would cause me to relinquish my right to do business in the Multnomah County Courthouse. His testimony, as well as other evidence submitted by the state, led to your decision to DISMISS the charge of "trespass". In your ten page OPINION AND ORDER, you referred to the action on the part of the Sheriff (and by implication Dan Staten), as a violation of constitutionally protected "procedural due process rights".

Inasmuch as Dan Staten testified before you that he and Sheriff Giusto engaged in conduct contrary to their oath of office, and issued, or caused to be served, documents that simulated an injunction, a problem exists with his pending appointment to fill the Office of Multnomah County Sheriff.

On October 22, 2009, I presented the problem of Dan Staten's pending appointment to the Multnomah County Board of Commissioners. I have included herewith, a copy of the submission I made to the record during the regular weekly meeting of the Board for your information.

I know that USC Title 18 Section 4, is positive law and is therefore applicable in Oregon. Under that Section I have a duty to report felonies that I am aware of to the proper authorities under pain of penalty for commission of a felony. In addition to informing the County Commissioners of the simulated legal process served on me by Bernie Giusto and Dan Staten, I also informed them of the larger issue that the injunction against my petitioning for redress was apparently intended to obscure. I truly regret that at the time I was before you, I did not properly bring the entire story of corruption, including felonies to your attention. I was so relieved to receive the benefit of your due process, that I was distracted from the larger issue, and I was then, again, submerged by efforts to silence me, such that I have not effectively dealt with this responsibility until recently. If it is within your power to pardon my failure to bring my knowledge of felonies to your attention, I most humbly beseech you now.

If there is any chance that I can mitigate against my felony failure to bring my knowledge of felonies to the attention of proper authorities, I will gladly accept your referral to whom ever that may be.

Thank you for your thoughtful decision in my case,

Richard L. Koenig, P.O. Box 5755, Portland, Oregon, [97228]

courtesy copies to the Commissioners of the Multnomah County Board

enclosures: Letter responding to Chair Wheeler, 10/22/09; letter from Chair Wheeler, 10/20/09; ORS162.355

#2

MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 10/29/09

SUBJECT: 10/22/09 DEATH BY MED-
-ICINE, PRESIDENT, HEALTHCARE

AGENDA NUMBER OR TOPIC: Public Comment

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: PAUL, ADOLPH, PHILLIPS

ADDRESS: 1212 S.W. CLAY APT-217

CITY/STATE/ZIP: PORTLAND, OR 97201

PHONE: _____ DAYS: _____ EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: HEALTH CARE HOSPITAL
injured hospital EMPLOYEE.

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#3

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 10-29-09

SUBJECT: Shelterness

AGENDA NUMBER OR TOPIC: Public Comment

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Mike O'Callaghan

ADDRESS: _____

CITY/STATE/ZIP: PDK

PHONE: _____ DAYS: 503-810-1234 EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: Homelessness

WRITTEN TESTIMONY: Give People Some Place to GO
NOW

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (short form)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-1
Est. Start Time: 9:30 AM
Date Submitted: 10/15/09

Agenda Title: RESOLUTION Adopting the 2009 Climate Action Plan in Partnership with the City of Portland

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: 30 minutes
Commissioner Jeff Cogen,
Department: Non-Departmental Division: District 2
Contact(s): Karol Collymore & Kat West
Phone: 503 988-4092 Ext. 84092 I/O Address: 503/600
Presenter(s): Commissioner Jeff Cogen, Kat West, Mayor Adams, Susan Anderson, Michael Armstrong and Karol Collymore

General Information

1. What action are you requesting from the Board?

Adoption of the Portland/Multnomah Climate Action Plan.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

In 2001, Multnomah County and the City of Portland adopted an action plan to combat climate change by reducing our carbon emissions 10% below 1990 baseline levels by 2010. Since that time, on a per capita basis, local emissions have fallen by 17%. Overall emissions, despite rapid population growth, have fallen 3% below 1990 levels.

In November 2007, the County Board of Commissioners and City Council authorized staff to update the climate change plan with input from the community. For over a year, staff worked alongside a Steering Committee made up of experts from the community and submitted a draft plan for public comment in April 2009.

The 2009 Climate Action Plan will serve as the 40-year roadmap for the institutional and individual

change needed to reach our ambitious climate protection goals of reducing greenhouse gas emissions 80% below 1990 levels by 2050. This plan proposes objectives and three year actions that will help residents, businesses and government meet the 80% goal.

3. Explain the fiscal impact (current year and ongoing).

The total fiscal impact to the county should be a cost savings over the long-term factoring in operational costs and avoided externality related services costs. Upfront costs could include actions such as green building premiums, purchasing electric vehicles, and higher recycling standards.

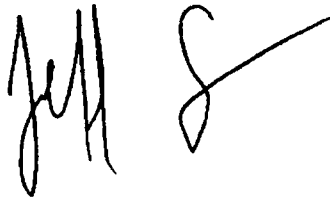
4. Explain any legal and/or policy issues involved.

5. Explain any citizen and/or other government participation that has or will take place.

Citizen involvement included the formation of a Steering Committee, numerous workgroups, and a public comment period.

Required Signature

**Elected Official or
Department/
Agency Director:**

A handwritten signature in black ink, appearing to be 'JH S', is written over a horizontal line.

Date: 10/15/09

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. ____

Adopting the 2009 Climate Action Plan in Partnership with the City of Portland

The Multnomah County Board of Commissioners Finds:

- a. There is a consensus among the world's leading scientists that climate change caused by human emission of greenhouse gases is among the most significant problems facing the world today and potentially poses the greatest economic, environmental, and social challenge of the 21st century.
- b. Documented impacts of global warming include but are not limited to increased occurrences of extreme weather events (i.e., droughts and floods), adverse impacts on plants and wildlife habitats, threats to global food and water supplies – all of which have an economic and health impact on communities and their local governments.
- c. The United Nations Intergovernmental Panel on Climate Change estimates that global greenhouse gas emissions must decline 50 to 85 percent from 2000 levels by 2050 to avoid catastrophic climate disruption.
- d. Currently the United States is responsible for producing approximately 25 percent of the world's greenhouse gas emissions.
- e. The State of Oregon has mandated statewide reduction of greenhouse gas emissions to 75 percent below 1990 levels by 2050.
- f. Counties have a unique role to play in reducing greenhouse gas emissions and preparing for the impacts of climate change through their regional jurisdiction over policy areas such as land use planning,

transportation, zoning, forest preservation, water conservation, solid waste management, emergency preparedness, and public health.

- g. The immediate economic benefits of climate solutions are significant including energy efficiency savings and green job creation while long-term climate stabilization can prevent irreparable harm from catastrophic climate change impacts.
- h. The American Public Health Association, of which the Multnomah County Health Department is a member, states that there is a direct connection between climate change and public health.
- i. In April 2001, by Resolution No. 01-052, Multnomah County adopted a joint Global Warming Action Plan with the City of Portland to establish a goal of reducing community-wide greenhouse gas emissions 10% below 1990 levels.
- j. In November 2007, by Resolution No. 07-173, Multnomah County authorized an update of the joint 2001 Global Warming Action Plan and worked alongside the City of Portland and a citizen-advisory steering committee to draft a new plan.
- k. In April 2008, by Resolution No. 08-035, Multnomah County signed the Cool Counties Climate Stabilization Declaration with Clackamas County and adopted the 2050 goal of reducing community-wide greenhouse gas emissions 80% below current levels.
- l. Bucking the national trend, Multnomah County greenhouse gas emissions levels have dropped to approximately 1% below 1990 levels, and on a per capita basis, Multnomah County emissions have fallen 17% since 1993.
- m. The 2009 Climate Action Plan establishes objectives for 2030 and actions to be completed by 2012 to put local greenhouse gas emissions on a path to reduce community-wide emissions to 80 percent below 1990 levels by 2050.

The Multnomah County Board of Commissioners Resolves:

1. The Board adopts the attached 2009 Climate Action Plan and will partner with the City of Portland to promote a sustainable future by reducing total Multnomah County emissions of greenhouse gases 80% below 1990 levels by 2050.
2. The Sustainability Program is directed to work with affected county departments to implement the 2009 Climate Action Plan and report to the Board by June 30, 2012, on its progress in implementing the 2009 Climate Action Plan and recommendations to improve implementation.
3. The Sustainability Program, on behalf of the County, will partner with the City of Portland, the Portland Development Commission, Metro, the Portland Sustainability Institute, and private-sector organizations, to establish a business leadership council to catalyze the business community to create a prosperous low-carbon economy.

ADOPTED this 29th day of October 2009.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Agnes Sowle, County Attorney

SUBMITTED BY:
Commissioner Jeff Cogen

CITY OF PORTLAND AND MULTNOMAH COUNTY

CLIMATE ACTION PLAN 2009



City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | Susan Anderson, Director

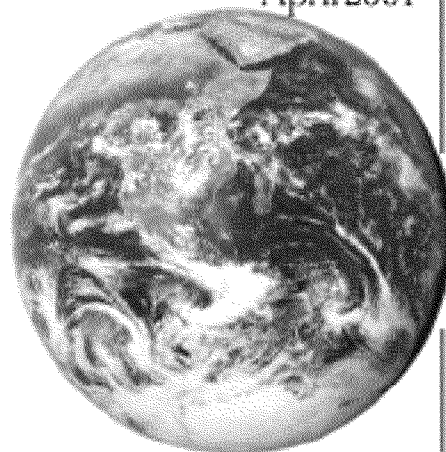


Sustainability Program
Jeff Cogen, County Commissioner



Local Action Plan on GLOBAL WARMING

April 2001



City of Portland &
Multnomah County

Beth Sims, City Commissioner
Susan Anderson, Director

Office of Sustainable Development

1120 SW 10th Ave., Room 736
Portland, OR 97204
503.819.7217

www.sustainableportland.org

Bill Ferrell, Multnomah County Chair
Mark Sigurdson, Director

Department of Sustainable
Community Development

561 SW Hawthorne Blvd., Suite 220
Portland, OR 97114
503.688.5000

www.co.multnomah.or.us/bcd/

Prior Climate Plan

- 2001 Local Action Plan on Global Warming: joint City/County effort.
- Current Goal: 10% below 1990 emission levels by 2010.



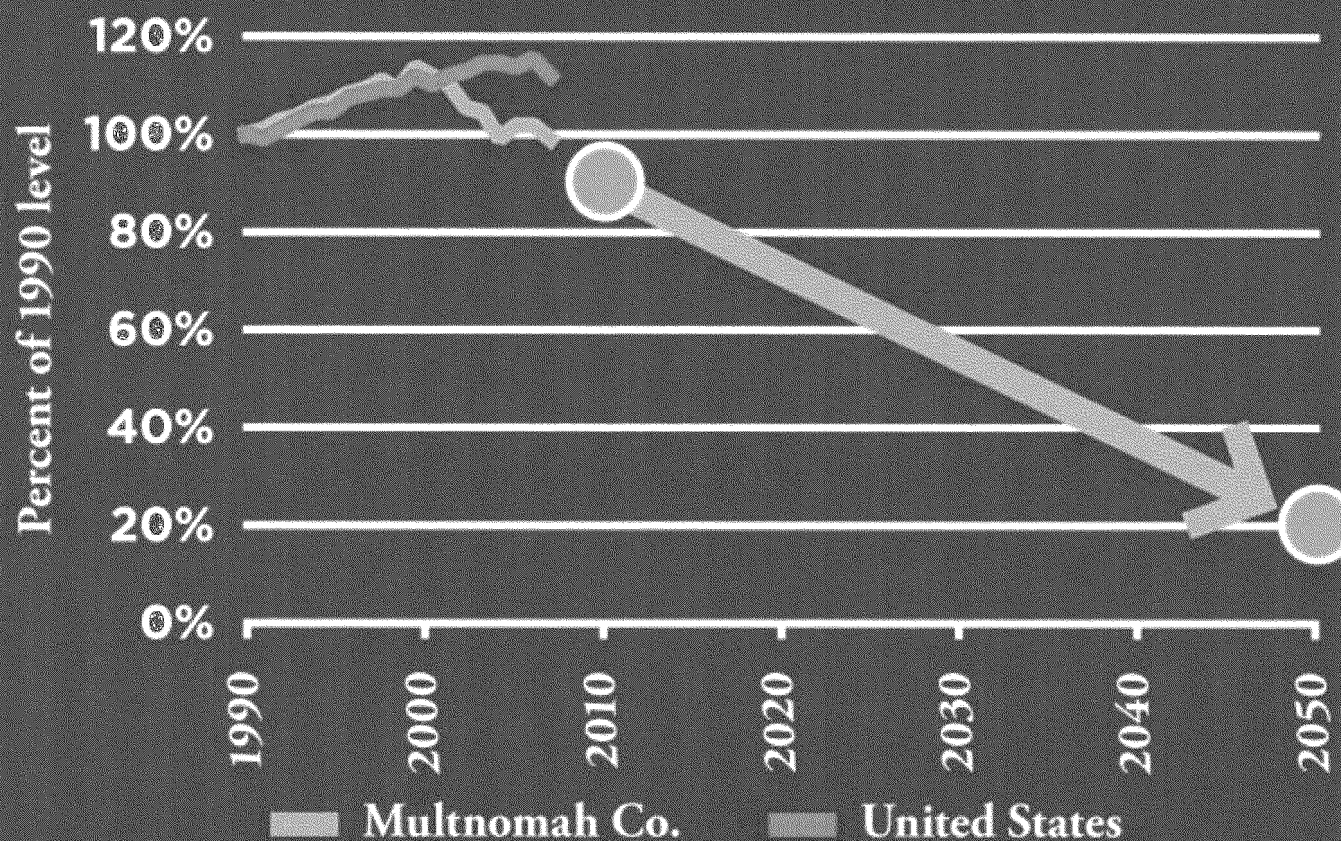
City of Portland Bureau of
Planning and Sustainability
Joan Aldrich, Mayor | Susan Anderson, Director



Sustainability Program
1997 Logan, County Commissioner

Goal: 80% Below 1990 Levels by 2050

Greenhouse gas emissions trend

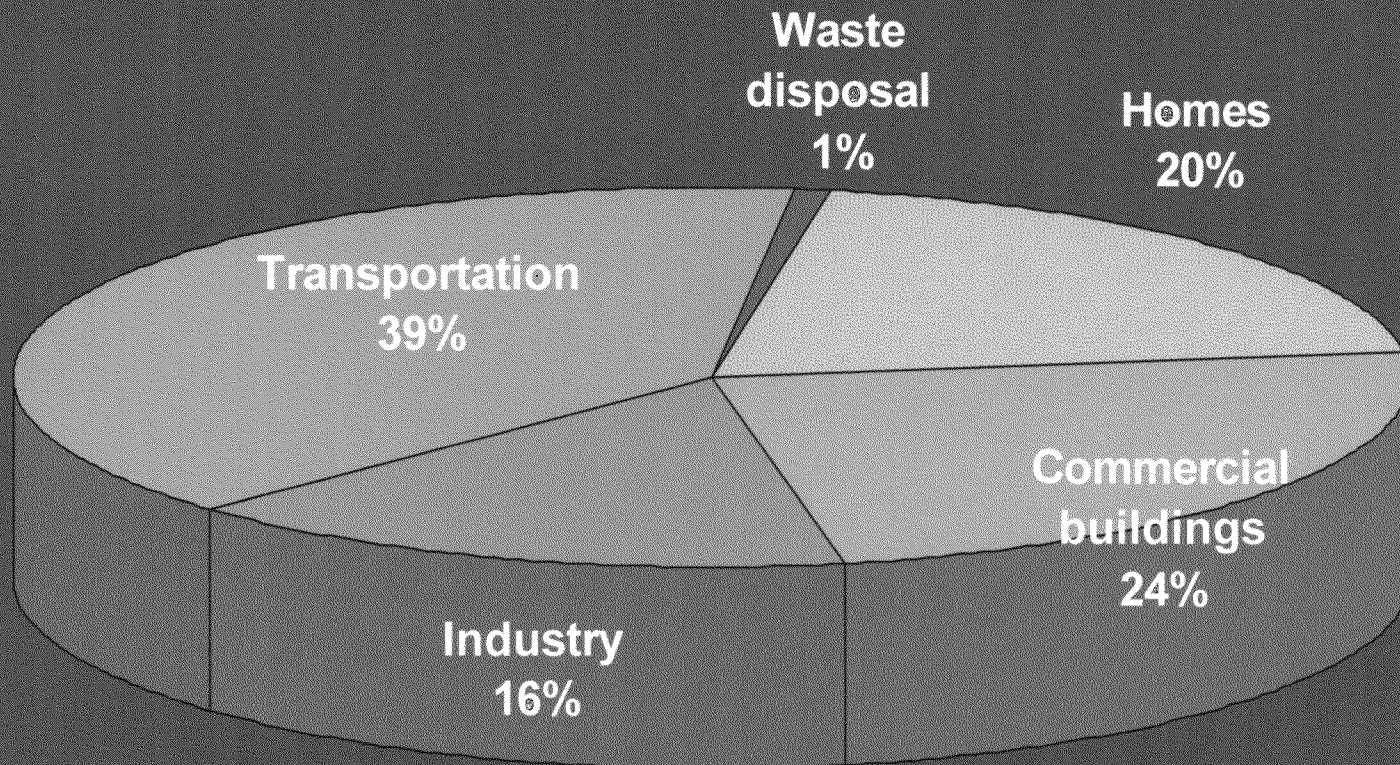


City of Portland Bureau of
Planning and Sustainability
Tom Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cullen, County Commissioner

Multnomah County CO₂ Emission Sources (2008)

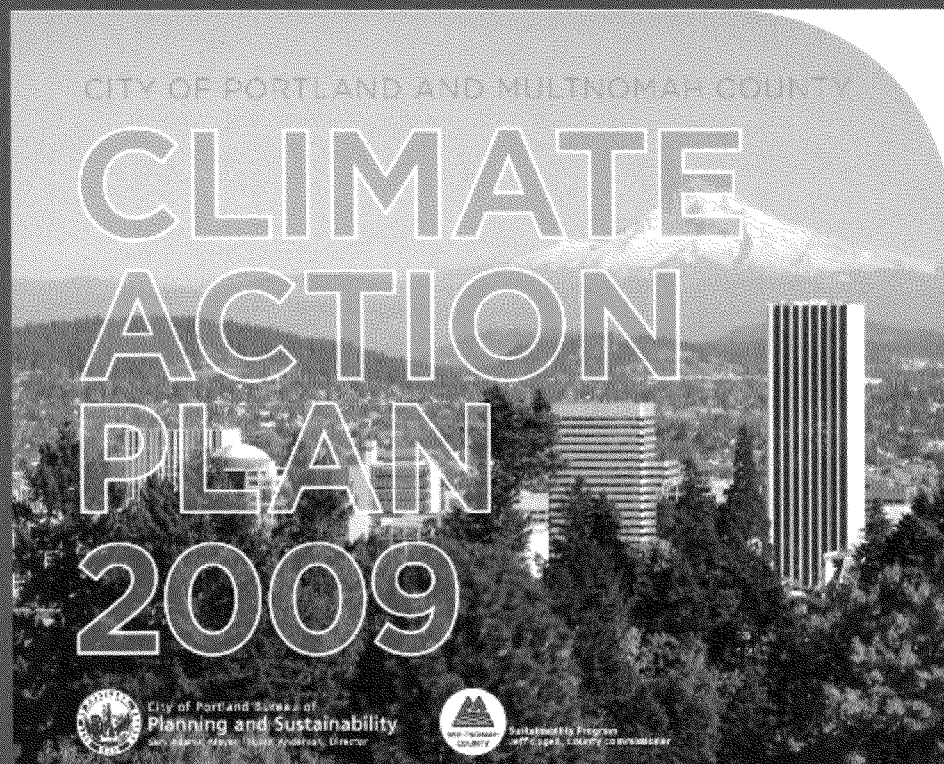


City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | David Anderson, Director



Sustainability Program
Bill Capps, County Commissioner

2009 Climate Action Plan



2050 Goal:
80% reduction in
emissions

2030 Interim goal:
40% reduction

2030 Objectives

2012 3 Year Actions

Eight Action Areas

1

BUILDINGS AND ENERGY

2

URBAN FORM AND MOBILITY

3

CONSUMPTION AND SOLID WASTE

4

URBAN FORESTRY AND NATURAL SYSTEMS

5

FOOD AND AGRICULTURE

6

COMMUNITY ENGAGEMENT

7

CLIMATE CHANGE PREPARATION

8

LOCAL GOVERNMENT OPERATIONS



City of Portland Bureau of
Planning and Sustainability
Sue Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Logan, County Commissioner

1

BUILDINGS AND ENERGY

Example actions:

- Performance ratings for existing buildings
- Establish new district energy systems



City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cullen, County Commissioner

2

URBAN FORM AND MOBILITY

Example actions:

- Establish sustainable source of funding for transportation.
- 20-minute complete neighborhoods



City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cogges, County Commissioner

3

CONSUMPTION AND SOLID WASTE

Example actions:

- Implement curbside food-waste collection for residences.
- Regulate solid waste collection in unincorporated county.



City of Portland Bureau of
Planning and Sustainability
Sean Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cogan, County Commissioner

4

URBAN FORESTRY AND NATURAL SYSTEMS

Example actions:

- Add 43 acres of ecoroofs.
- Plant 33,000 yard trees and 50,000 street trees.



City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cooper, County Commissioner

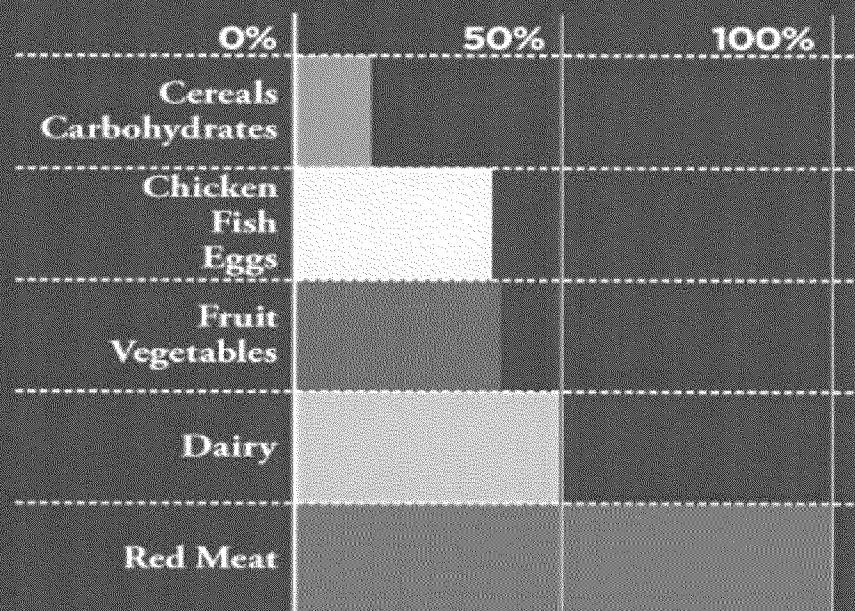
5

FOOD AND AGRICULTURE

Example actions:

- Increase the consumption of local food.
- Emphasize food choice as a key component of public outreach.

RELATIVE GREENHOUSE GAS EMISSIONS PER CALORIE



Weber, Christopher L. and Matthews, H. Scott.
"Food-Miles and the Relative Climate Impacts of Food Choices in the United States."
Environmental Science and Technology, April 16, 2008.



City of Portland Bureau of
 Planning and Sustainability
 Seth Aldrich, Mayor | Dana Anderson, Director



Sustainability Program
 Jeff Egan, County Commissioner

6

COMMUNITY ENGAGEMENT

Example actions:

- Build on business leadership
 - New “Climate Champion” recognition
- Engage residents
 - Climate public action campaign
- Coordinate with governments
 - State of Oregon, Metro, neighboring cities



City of Portland Bureau of
Planning and Sustainability
Tom Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cogan, County Commissioner

7

CLIMATE CHANGE PREPARATION

Example actions:

- Prepare an assessment of vulnerabilities.
 - Food, water and energy supplies
- Infrastructure
 - Public health system
- Assign specific responsibility for the actions to address each vulnerability.



City of Portland Bureau of
Planning and Sustainability
Sue Adams, Mayor | Susan Anderson, Director



Sustainability Program
Lori Logan, County Commissioner



LOCAL GOVERNMENT OPERATIONS

Example actions:

- New county buildings achieve Architecture 2030 energy targets.
- Convert to latest technologies, such as electric vehicles.
- Recover 75% of all waste generated.
- County interdepartmental team created to implement actions.



City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cogan, County Commissioner

Quality of life matters



City of Portland Bureau of
Planning and Sustainability
See Address, Mayor | Susan Anderson, Director



Sustainability Program
Bill Eggen, County Commissioner

#2

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 10/29/09
SUBJECT: R-1 Climate Action Plan

AGENDA NUMBER OR TOPIC: R 1

FOR: X AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Annette Mattson for Portland General Electric

ADDRESS: 121 SW Salmon St

CITY/STATE/ZIP: Portland OR 97204

PHONE: _____ DAYS: 503-464-2400 EVES: _____

EMAIL: annette.mattson@pg&e.com FAX: _____

SPECIFIC ISSUE: support of adoption of the
policy

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

Annette Mattson
Government Affairs & Public Policy
Portland General Electric
October 29, 2009

- Chair Wheeler and members of the Commission:
- On behalf of PGE, thank you for this opportunity to comment on The **2009 City of Portland and Multnomah County Climate Action Plan**.
- I want to begin by commending Multnomah County and the City of Portland for its national leadership on climate change. The emphasis on tangible actions have, once again, advanced our region's and state's reputation for pragmatic leadership in addressing environmental issues.
- As Oregon's largest utility, serving more than 50% of the state's electricity customers, and better than 65% of Multnomah County and Portland customers, PGE has a direct role in helping to achieve many of the goals outlined in the Action Plan.
- In fact, we take considerable pride in our own efforts since 1990 in support of green house gas reduction. Before the formation of the Energy Trust of Oregon /which we supported/ PGE energy efficiency programs exceeded goals every year, resulting in more than (123MWa) in energy efficiency savings up to 2001, the equivalent of a 210 MW gas plant under normal operations.
- We also played a key role in developing Oregon's aggressive Renewable Portfolio Standard, and our customers have responded to our renewable energy product offerings by making us the number one utility in the country for residential customer participation in purchasing renewable power. We are on track to meet the 25% renewable resource power supply goal by 2025.

The City and County Climate Action Plan is a thoughtful, ambitious plan of complex dimensions that will encounter challenges along the way that will require creative and flexible thinking as well as productive partnerships throughout our metropolitan area. In that spirit, I want to highlight some of the areas where we have particular interest and expertise.

- **On Economic Development:** We were pleased to see recognition of the importance of continuing to grow our economy and the link to an Economic Development Strategy. PGE strongly and actively supports the efforts to make region a front runner in creating traded sector jobs focused on environmental technology.
- However, at the same time, we must be careful to protect our existing economy in this transition to a low-carbon future. A key element of our economy is a reliable, affordable electricity supply and delivery system. As you implement the Climate Action Plan, we urge you to keep in mind the importance of maintaining a level playing field for existing businesses that must compete on a statewide, regional, national or international level.

On Buildings & Energy:

- PGE has a wealth of experience in many of the areas cited for action, including District Energy, On-site Renewable Energy, and, of course, Energy Efficiency. We believe the County can and should take advantage of our experience to avoid market missteps and create a positive customer experience in the implementation. There are areas in which we can help, including:
 - Assisting in developing a strategy and possibly some pilot projects for converting the 40,000+ streetlights lights in the metro area to more efficient technologies, including LED's.
- And certainly, continuing to collaborate throughout the planning and implementation of the Portland Clean Energy Works program is crucial to achieving success at the scale called for by the Climate Action Plan.
- And just a note about the promise of Electric Vehicles: PGE believes that one of the best ways to reduce tailpipe emissions will be through the electrification of motor vehicles. Our region is the recipient of a significant grant (ETEC Grant) to hasten installation of a charging infrastructure. It is important that we continue to work together to assure public area installations align with your plans, in a timely and affordable manner.

Finally, PGE is encouraged by the recommendation to establish a business leadership council. Businesses are in tune with the market implications of actions that affect their economic competitiveness. Their input is crucial to gaining broad support for initiatives in the Climate Action Plan and to identifying the unintended consequences that often arise as implementation plans are developed.

As a utility seeking real carbon reductions at a reasonable cost to our customers, PGE can play an important role in encouraging collaboration and consensus among stakeholders to address climate change.

Thank you.

#5

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE:

10/29/09

SUBJECT:

2009 CAP

#R-1

AGENDA NUMBER OR TOPIC:

Resolution Adopting the 2009

FOR: _____ AGAINST: _____ THE ABOVE AGENDA ITEM

CAP

NAME:

Liz Bryant

ADDRESS:

4140 SE 37th Ave #14

CITY/STATE/ZIP:

Portland OR 97202

PHONE:

DAYS: 503/235-3230

EVES:

Same

EMAIL:

lizbryant@yahoo.com

FAX:

SPECIFIC ISSUE:

WRITTEN TESTIMONY:

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#6

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: Oct 29 2009

SUBJECT: _____

AGENDA NUMBER OR TOPIC: Climate Action Plan R-1

FOR: ☒ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Christine Lewis

ADDRESS: 1651 SE Lava Dr #71

CITY/STATE/ZIP: Milwaukie OR 97222

PHONE: DAYS: 503-319-1986 EVES: 503-319-1986

EMAIL: ChristineL@gmail.com FAX: _____

SPECIFIC ISSUE: Climate Action Plan - Thank you for taking
a bold step toward confronting climate change.

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#7

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: OCT 29, 2009

SUBJECT: CLIMATE ACTION PLAN

AGENDA NUMBER OR TOPIC: R1

FOR: _____ AGAINST: ☒ THE ABOVE AGENDA ITEM

NAME: TERRY PARKER

ADDRESS: PO BOX 13503

CITY/STATE/ZIP: PORTLAND OR 97213-0503

PHONE: _____ DAYS: 503 284 8742 EVES: SAME

EMAIL: customerservpro@hotmail.com FAX: _____

SPECIFIC ISSUE: SOCIAL ENGINEERING

WRITTEN TESTIMONY: ATTACHED

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

**TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503**

Subject: Testimony to the Multnomah County Commissioners, the Climate Change Action Plan, October 28, 2009

Thomas Jefferson accurately foresaw individual liberty becoming secondary to government powers when he said: "The natural progress of things is for liberty to yield and government to gain ground."

That is so true in the Portland area where "The City that Works" refers to forcibly taking more of its citizens hard earned income only to dictate how the populous should live. There are obviously two citizen tiers put forward here; one for the elitists and their taxpayer funded toys, and one for the rest of us. Double standard examples include flights to China and the Netherlands by bureaucrats where each round trip airplane seat has a carbon footprint that is akin to driving a car the distance of 5000 miles; and where the concept of building a web of less than financially self-sustainable streetcars ignores the carbon footprint of producing the steel rails and digging up the streets to put them in.

This is a place where driving is frowned upon only to have Portland police supervisors drive the equivalent of hummers, where huge fire trucks respond to medical emergencies and where municipal code inspectors travel around in single occupancy cars instead of using public transit or bicycles. Motorists are discriminately over taxed while irresponsible deadbeat bicyclists are free to act like spoiled little children with special privileges and immunities. Elected officials live in single family homes with generous yards, but expect the majority of the people to be packed in like sardines and warehoused in tenement style high density heat island development. This plan calls for almost everything to be new or rebuilt making the costly replacement of infrastructure, structures and products not unlike excessive consumption.

Overall, this Climate Action Plan is yet another social engineering power play whereby local governments are endeavoring to dictate the lifestyle, housing and transportation choices of the people - even what people eat. Adopting the plan as proposed throws out the democratic principals this country was founded upon and turns Multnomah County into a socialist state where public officials become totalitarian dictators utilizing fear, one-sided and even a bias tax policy to control life's day to day activities. The plan also places handcuffs on an already struggling the economy by only promoting specific types and taxpayer funded jobs while ignoring how many existing jobs will be eliminated. The biggest threat to the eco systems and sustainability of the planet is the over population of the human race. Having an extra child in the family has 20 times the carbon footprint compared to driving an efficient car. Yet this action plan aims to accommodate an increase in population growth rather than discouraging it.

THE BOTTOM LINE is this Climate Action Plan as proposed is designed to give an appearance of solidity to a pure wind when in actuality the intended purpose is to enact heavy handed socialistic controls over the people severely limiting basic rights and freedom of choice. There is an old proverb that says "when an elephant dances, the grass gets trampled". Instead of trampling the historically fought for freedoms this country was founded upon with a politically motivated action plan that resembles an oversized oppressive elephant, any manipulative social engineering policies directed at and to be imposed on the people are best placed in the shredder!

In the packet attached, you will find more specific comments and submissions. Please read it.



COMMENTS ON THE CITY OF PORTLAND AND MULTNOMAH COUNTY CLIMATE ACTION PLAN 2009

Overall, the City of Portland and Multnomah County Draft Climate Action Plan is a social engineering scheme whereby local government is endeavoring to dictate the lifestyle, housing and transportation choices of the people. Adopting the plan as proposed throws out the democracy this country was founded on and turns Portland and Multnomah County into a socialist state where public officials become totalitarian dictators utilizing fear to control life's day to day activities. The plan also places handcuffs on the economy by only promoting specific types of jobs while ignoring how existing jobs will be eliminated. The biggest threat to the environment and sustainability is the over population of the human race. Yet the action plan aims to accommodate an increase in population growth rather than discouraging it. The following comments and submissions are grouped by topic.

1) BUILDINGS AND ENERGY

Since many architects agree the greenest buildings that exist today are the ones that are already built; **PRIORITIZE** historic preservation and revitalizing existing buildings over new construction and development. Additionally, tearing down reusable buildings is unnecessary consumption.

To encourage the reduction of multi-destination travel, provide incentives for neighborhood "one-stop" shopping centers such as Fred Meyer and WalMart.

Energy efficiency for buildings should be market based, not government mandated.

As an incentive to reduce the reliance on using electric and gas clothes dryers, **ESTABLISH** a 5% energy tax credit on utility bills for households that don't have them and only drip dry their clothes.

2) LAND USE AND MOBILITY

To reduce cross town travel by school children, **REQUIRE** Portland school districts to maintain a minimum of one K-8 public school in each and every Portland neighborhood. Neighborhood schools build community.

To bring services closer to where people live, **DECENTRALIZE** the concept of a downtown district and establish more government services in town centers, especially on the Eastside. Establish incentives for businesses to locate in town centers rather than downtown. Equalize public venues and attractions city wide.

With stringent national fuel consumption and tailpipe standards on the horizon, and **FOR BALANCE AND EQUITY** in paying transportation taxes; **REQUIRE** that bicyclists pay their own way by establishing "cost of service" bicycle taxes and fees whereby bicyclists (only) are directly responsible to pay for bicycle infrastructure. Taxing motorists (and/or taxpayers in general) to pay for specialized bicycle infrastructure while "deadbeat" bicyclists freeloader is tax discrimination.

ESTABLISH "cost of service" parking fees for bicycles in districts where parking meters exist for motorists, or eliminate pay to park all together. An equitable balance of transportation taxes requires that bicyclists must pay their own way for what they use.

Make the existing Portland Streetcar lines financially self-sustainable by increasing fares and eliminating subsidies from motorist paid parking meter revenues.

REVERSE the unsustainable trajectory of local taxpayer funded subsidies to transit by establishing step by step goals to make all public transit services 60% financially self-sustainable by the year 2020, and 100% financially self-sustainable by the year 2035. Methods MUST include increasing fares, eliminating fareless square and charging for freight on transit such as transporting bicycles. This would also eliminate subsidies to transit from the payroll tax.

Since TriMet's two-axle transit busses do some of the heaviest damage to streets and roads, a portion of transit fares MUST also go to maintaining those streets and roads.

Since producing the steel rails for streetcars and digging up the streets to put them in is less than eco friendly and harmful to the environment - it takes decades to recover effects; and since the up front financial costs for constructing a streetcar system is financially unsustainable and not recoverable through the fare box; SCRAP and ELIMINATE all (politically motivated) streetcar planning from the action plan. The concept of building a web of streetcars must be DISCONTINUED and REPLACED with an electric trolley bus system plan that in its most basic form only requires overhead wires be installed over the streets. Unlike streetcars operating in mixed traffic that stop and obstruct motor vehicle lanes when boarding passengers (thus creating congestion and causing motorists to consume more fuel); electric trolley busses can pull over to the curb when boarding passengers and let other vehicles pass thereby reducing stop and go traffic and increasing fuel efficiency for motorists. Incorporating a streetcar plan in this document is a manipulative ploy by streetcar advocates to deceive and mislead the public into accepting the debt ridden concept. Specific transit planning must be a separate discussion with mode choice coming NOT first, but last, and only after an in-depth comprehensive study of ALL modes of transit for each route.

Since idling engines in stopped traffic waste fuel (2.3 billion gallons a year nationally); curb extensions where busses stop for passengers and obstruct other traffic need to be totally eliminated with NO additional ones constructed. Add bus pullouts where possible.

To equalize service, SCRAP the "to and from" downtown transit model and REPLACE it with a more direct employment center/town center "hub to hub" transit model.

To establish justice, IMPLEMENT a policy whereby no reductions in motorist roadway capacity (which also increases congestion) would be allowed to accommodate other modes of transport. Motorists should be financially compensated with tax rebates if reductions in motor vehicle capacity occur.

It is OUT OF CONTROL SOCIALISM AND NARROW MINDED TAX DISCRIMINATION to implement pricing mechanisms on driving such as congestion pricing, tolling and/or pay to park dollars, and then redirect those funds to pay for non-automobile transportation modes. Instead, a reverse balanced policy that levels the playing field needs to be established whereby the taxes collected from one mode of transport, specifically motorists, can NOT be used, siphoned off, raided or poached to fund and/or subsidize another mode of travel. Tax codes must be free of the socialist mindset. Additionally it must be noted that one in ten jobs in the US, many of them private sector jobs, are tied to the auto industry. Therefore, reducing driving eliminates jobs that can not and will not be fully replaced by transit and/or bicycling alternatives. Freedom of transport mode and mobility choice, including driving, MUST remain a cornerstone priority in a democratic society. Driving MUST remain affordable to the working class.

ELIMINATE targets for transport mode share. This too is social engineering.

ADD a road user tax to the price of electricity at all electric vehicle charging stations

The Federal Government (and not local or state governments) should be the only government entity to set vehicle tailpipe emission and fuel mileage standards for privately owned vehicles. Adopting another state's standards, specifically California's where Oregon voters have no say, strips away Oregonian's constitutionally protected voting rights. Moreover, one national standard is less costly for consumers. However the city, county and TriMet can themselves purchase vehicles that are more aggressive than the Federal standards by establishing a requirement for local government entities that **MUST** include diesel powered transit busses and mid-sized to heavy trucks meet fuel efficiency standards that are no less than one-half that of a fuel efficient automobile, thereby obtaining a near 20 miles per gallon or better for each vehicle.

The 10% renewable motor vehicle fuel standards need to be rejected because it shortens the life of and destroys engines as has already been demonstrated within the City of Portland's own fleet of maintenance vehicles. Having to replace an engine prior to its projected lifespan is not only costly, but it is also excessive consumption. Additionally, the city's ethanol requirement for gasoline needs to be eliminated because it increases fuel consumption to the point that some vehicles use more gasoline alone than would be consumed without the ethanol additive mixed in. Additionally, it takes more energy to produce and transport ethanol than is derived from the product itself, especially when feed stocks must be transported long distances and/or from other states.

Expansion of the UGB is neither the direct responsibility of Portland's or Multnomah County. Statements regarding it (that also impact other counties) need to be removed.

3) CONSUMPTION AND SOLID WASTE

In that garbage cans and receptacles are not always filled to capacity when solid waste is picked up, **REQUIRE** garbage haulers to charge by weight instead of can or container size.

To encourage the reuse of building materials, **ENTIRELY ELIMINATE** building demolition permits and replace them with required deconstruction permits thereby reducing consumption and making more materials reusable instead of just recyclable or demolition waste.

Unlike a few decades ago when the garbage man drove down the street once a week and picked up the trash from residences on both sides, currently haulers trucks must make six passes on each street, one each direction for solid waste, one each direction for recyclables, and one each direction for garden debris. Trucks need to be redesigned so that only one pass in each direction is needed thereby reducing the miles driven and fuel consumption by haulers. Additionally, this will also save wear and tear and replacing the asphalt less often on city streets and roads.

REQUIRE fuel efficiency standards of at least 20 mpg for the trucks of government contracted franchised haulers.

4) URBAN FORESTRY

To promote more foliage and permeable in urban areas, **IMPLEMENT** significant property tax credits for all homeowners that have carbon storing vegetation, shrubbery, trees and grass lawns on their property.

IMPLEMENT FREE or significantly reduced water rates, and eliminate sewer charges during the spring and summer hot season for homeowners that have foliage, vegetation, shrubbery, trees and grass lawns on their property.

To reduce the negative impact of high density heat island development at street level, **IMPLEMENT** zoning changes that require ALL new development to set aside a minimum 10% of the land or property for foliage, vegetation, shrubbery, trees and grass lawns which could either be landscaped or natural areas. No longer would it be possible to construct a structure from sidewalk to sidewalk and covering 100% of the property.

To create more permeable area opportunities, **REDUCE** standard sidewalk widths to not greater than 8 feet wide so more foliage, vegetation, shrubbery, trees and grass lawns can be included with newly developed properties.

5) FOOD AND AGRICULTURE

Instead of giving development tax breaks to boutique and high priced specialty grocery stores; **PROVIDE** incentives for large "discount" grocery stores to locate in all Portland neighborhoods - stores like WinCo that buy in bulk and thereby can reduce costs and the miles driven to transport food products.

The government **MUST NOT** attempt to dictate what foods people individually choose to eat, either by taxation or otherwise. Such actions are again social engineering and also a kin to the government preaching religion.

6) COMMUNITY ENGAGEMENT

REQUIRE a public vote on ALL tax and fee increases (except for bicycle taxes and transit fares - modes which **MUST** become financially self-sustainable).

ESTABLISH a policy whereby the tax code can **NOT** be used for social engineering purposes.

Citizen activists are not elected. For greater public involvement, participation and diversity; and to avoid rounding up the usual subjects to create another stacked deck committee, **LIMIT** individuals to serving on only one city or county citizen committee.

7) CLIMATE CHANGE PREPARATION

The writers of this plan, a stacked deck faction of the usual politically motivated subjects, want people to believe that humans are responsible for climate change as opposed to it being a natural occurrence as demonstrated by the formation of the Columbia Gorge millenniums ago. Yet, for this plan to have any credibility; rather dictating schemes to accommodate regional population growth, the plan would need to address and find incentives that inspire a reduction in population growth - including a possible cap on the number of people that can live within the UGB (Portland and Multnomah County).

8) LOCAL GOVERNMENT OPERATIONS

While the government **MUST NOT** attempt to socially engineer, dictate and/or impose lifestyle, housing, transportation and food choices to the people; if for no other reason than to protect taxpayers from typical government over consumption, the government can and should impose mandates on its own daily business practices as follows:

To protect American jobs, MANDATE that government entities only purchase American brand-American manufactured products, including vehicle fleets.

Make changes at the government level whereby all city/county inspectors and city/county employees of all types that need to travel within the Metro area are REQUIRED to use public transit or ride a bicycle while performing their daily job duties.

REQUIRE that all elected officials take public transit or ride a bicycle to ALL meetings and appointments within the UGB. Additionally, government officials need to be restricted and eliminate the majority of out of area travel like driving or being driven (such as to Salem to meet with legislators), air travel (such as to other cities, Washington DC and off shore) and instead telecommute.

Set a hard mileage daily LIMIT on ALL city and county owned, leased and rented motor vehicles (except emergency vehicles) that is no greater than the passenger miles per day per person goals. IF THIS CAN NOT BE ACCOMPLISHED, DON'T EVEN CONSIDER IMPOSING GOALS ON DRIVING FOR THE PUBLIC.

Immediately REPLACE ALL the Portland Police Supervisor's huge Chevy Suburbans (built on the same platforms as Hummers) with Ford Escape Hybrids. REQUIRE that police vehicles, and the police fleet as a whole, including ALL trucks and inmate transport vehicles, meet national fuel efficiency and tailpipe standards.

INSTEAD of responding to medical emergencies with big fire trucks and engines, the Portland Fire Bureau needs to CHANGE its practices and respond to medical emergencies using a fleet of fully equipped American brand-American manufactured fuel efficient mini cars, motorcycles or motor scooters that can be housed at all fire stations.

REQUIRE A REDUCTION in the huge monstrous average size of city and county maintenance vehicles (such as dump trucks, tractors, street and sewer cleaning vehicles, etc), Set mileage standards for all newly purchased maintenance vehicles, including for heavy trucks, so they meet a standard of not less than 20 mpg each. Purchase electric maintenance vehicles

ESTABLISH a no exception policy whereby employees and officials are not allowed to take government vehicles home at night if they live outside their respective jurisdictions.

MANDATE that TriMet (a government entity) REDUCE the size of SOV supervisory vehicles by replacing all full sized sedans and SUVs with American brand-American manufactured fuel efficient small and mini vehicles.

REQUIRE TriMet to change its transit vehicle paint scheme to one that more simplified thereby using less materials to apply.

THE BOTTOM LINE is the Climate Action Plan as proposed is designed to give an appearance of solidity to a pure wind when in actuality the intended purpose is to enact heavy handed socialistic controls over the people severely limiting basic rights and freedom of choice. There is an old proverb that says "when an elephant dances, the grass gets trampled". Instead of trampling the historically fought for freedoms this country was founded upon with a politically motivated action plan that resembles an oversized oppressive elephant, any manipulative social engineering policies directed at and to be imposed on the people are best placed in the shredder!

Respectively Submitted,
Terry Parker
P.O. Box 13503
Portland, Oregon 97213-0503



#8

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 10/29/09

SUBJECT: Reduction of carbon emissions
R-1

AGENDA NUMBER OR TOPIC: County Plan for

FOR: ☒ AGAINST: ☐ THE ABOVE AGENDA ITEM

NAME: Richard L. Koenig

ADDRESS: Committee for Appropriate Enforcement of Motor Vehicle Laws

CITY/STATE/ZIP: PO Box 5755, Portland, Oregon [97228]

PHONE: DAYS: 503 287-1240 EVES: _____

EMAIL: _____ FAX: _____

SPECIFIC ISSUE: transportation is 39% of the problem
the County hopes to reduce by 80%

WRITTEN TESTIMONY: Appropriate Enforcement of Motor
Vehicle Laws is the QUICKEST, most effective
way to begin implementing the problem posed
by TRANSPORTATION

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 09-133

Adopting the 2009 Climate Action Plan in Partnership with the City of Portland

The Multnomah County Board of Commissioners Finds:

- a. There is a consensus among the world's leading scientists that climate change caused by human emission of greenhouse gases is among the most significant problems facing the world today and potentially poses the greatest economic, environmental, and social challenge of the 21st century.
- b. Documented impacts of global warming include but are not limited to increased occurrences of extreme weather events (i.e., droughts and floods), adverse impacts on plants and wildlife habitats, threats to global food and water supplies – all of which have an economic and health impact on communities and their local governments.
- c. The United Nations Intergovernmental Panel on Climate Change estimates that global greenhouse gas emissions must decline 50 to 85 percent from 2000 levels by 2050 to avoid catastrophic climate disruption.
- d. Currently the United States is responsible for producing approximately 25 percent of the world's greenhouse gas emissions.
- e. The State of Oregon has mandated statewide reduction of greenhouse gas emissions to 75 percent below 1990 levels by 2050.
- f. Counties have a unique role to play in reducing greenhouse gas emissions and preparing for the impacts of climate change through their regional jurisdiction over policy areas such as land use planning,

transportation, zoning, forest preservation, water conservation, solid waste management, emergency preparedness, and public health.

- g. The immediate economic benefits of climate solutions are significant including energy efficiency savings and green job creation while long-term climate stabilization can prevent irreparable harm from catastrophic climate change impacts.
- h. The American Public Health Association, of which the Multnomah County Health Department is a member, states that there is a direct connection between climate change and public health.
- i. In April 2001, by Resolution No. 01-052, Multnomah County adopted a joint Global Warming Action Plan with the City of Portland to establish a goal of reducing community-wide greenhouse gas emissions 10% below 1990 levels.
- j. In November 2007, by Resolution No. 07-173, Multnomah County authorized an update of the joint 2001 Global Warming Action Plan and worked alongside the City of Portland and a citizen-advisory steering committee to draft a new plan.
- k. In April 2008, by Resolution No. 08-035, Multnomah County signed the Cool Counties Climate Stabilization Declaration with Clackamas County and adopted the 2050 goal of reducing community-wide greenhouse gas emissions 80% below current levels.
- l. Bucking the national trend, Multnomah County greenhouse gas emissions levels have dropped to approximately 1% below 1990 levels, and on a per capita basis, Multnomah County emissions have fallen 17% since 1993.
- m. The 2009 Climate Action Plan establishes objectives for 2030 and actions to be completed by 2012 to put local greenhouse gas emissions on a path to reduce community-wide emissions to 80 percent below 1990 levels by 2050.


The Multnomah County Board of Commissioners Resolves:

1. The Board adopts the attached 2009 Climate Action Plan and will partner with the City of Portland to promote a sustainable future by reducing total Multnomah County emissions of greenhouse gases 80% below 1990 levels by 2050.
2. The Sustainability Program is directed to work with affected county departments to implement the 2009 Climate Action Plan and report to the Board by June 30, 2012, on its progress in implementing the 2009 Climate Action Plan and recommendations to improve implementation.
3. The Sustainability Program, on behalf of the County, will partner with the City of Portland, the Portland Development Commission, Metro, the Portland Sustainability Institute, and private-sector organizations, to establish a business leadership council to catalyze the business community to create a prosperous low-carbon economy.

ADOPTED this 29th day of October 2009.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 

Agnes Sowle, County Attorney

SUBMITTED BY:
Commissioner Jeff Cogen

CITY OF PORTLAND AND MULTNOMAH COUNTY

CLIMATE ACTION PLAN 2009



City of Portland Bureau of
Planning and Sustainability

Sam Adams, Mayor | Susan Anderson, Director



Sustainability Program
Jeff Cogen, County Commissioner

ACKNOWLEDGEMENTS

The City of Portland and Multnomah County wish to thank the following community members, organizations and staff for their contributions in developing this Climate Action Plan.

CLIMATE ACTION PLAN STEERING COMMITTEE

(Affiliations of the Steering Committee members are provided for identification purposes only and are not intended to represent the endorsement of their organizations.)

Richard Benner, Metro and Peak Oil Task Force

Lesa Dixon-Gray, Oregon Department of Human Services and Peak Oil Task Force

Christine Ervin, Christine Ervin Co., and Sustainable Development Commission

Fred Hansen, TriMet

Eric Hesse, TriMet

Mike Hoglund, Metro

Matt Korot, Metro

Sallie Schullinger-Krause, Oregon Environmental Council

Kent Snyder, Snyder and Associates, and Sustainable Development Commission

Catherine Thomasson, Physicians for Social Responsibility

Suzanne Veaudry Casaus, Oregon Environmental Council

CITY OF PORTLAND PEAK OIL TASK FORCE PORTLAND AND MULTNOMAH COUNTY SUSTAINABLE DEVELOPMENT COMMISSION

PORTLAND AND MULTNOMAH COUNTY FOOD POLICY COUNCIL

MAYOR'S PLANNING AND SUSTAINABILITY CABINET

CITY AND COUNTY STAFF

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Dan Bower, Portland Bureau of Transportation

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Debbie Cleek, Portland Bureau of Development Services

Michele Crim, Portland Bureau of Planning and Sustainability

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Chris Dearth, Portland Bureau of Planning and Sustainability

Linda Dobson, Bureau of Environmental Services

Stuart Farmer, Multnomah County Department of Human Services

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Lisa Libby, Office of Mayor Sam Adams

Todd Lofgren, Portland Parks and Recreation

Kari Lyons, Multnomah County Environmental Health Department

David McAllister, Bureau of Parks and Recreation

Jeremy O'Leary, Multnomah County Green Team

Karen Schilling, Multnomah County Land Use and Transportation Program

Derek Smith, Portland Bureau of Planning and Sustainability

Paul Smith, Portland Bureau of Transportation

John Tydlaska, Portland Development Commission

Mary Wahl, Bureau of Environmental Services

Kat West, Multnomah County Sustainability Program

Kim White, Portland Bureau of Planning and Sustainability



October 2009

Dear Friends,

Less than a decade into the 21st century, it is clear that climate change may well represent the greatest challenge to our future well-being. Residents of Portland and Multnomah County have been addressing climate change for many years now and our efforts have achieved real results, differentiating us significantly from the national trend. We have received accolades for our work but it is high praise on a low standard. Perhaps the most important lesson learned from local climate protection work to date is the frank recognition that our good work to date is not nearly enough.

Our region's leadership is built on a long tradition of excellence in planning and a heritage of conservation and stewardship of our natural environment. The bold decisions made decades ago have given this region a head start over other cities and regions across the country. It is in this context that we must look to the bold actions needed in the coming decades. We have reduced local carbon emissions to one percent below 1990 levels, but we know we need to reduce our emissions by eighty percent. What is required is nothing short of the transformation of both our economy and our community, while strengthening the quality of life that makes the Portland area so exceptional.

Portland area residents also have a strong tradition of unparalleled public participation and engagement – actively working to find innovative solutions and taking inspiring action to improve our community. Our history prepares us well to take on the unparalleled challenge of climate change, but it will not be easy. Mounting scientific evidence of the increasingly rapid rate of climatic change demands that the City and County draw on our decades of experience and innovation, and act with a renewed sense of urgency.

However, the severity and magnitude of this problem are matched only by the opportunity – unprecedented in modern history – to rethink and improve upon every aspect of our community.

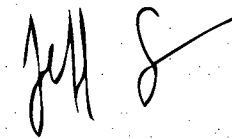
In the coming years, we must:

- Build a new generation of buildings, industry infrastructure and energy systems that both embrace and mimic nature, consuming and producing resources in a closed loop. They will be as much a part of the landscape as our rivers, mountains, and forests.
- Transform all our neighborhoods into places that provide a safe and healthy environment where all residents can meet their needs by foot, bike and public transit.
- Develop a new economy to generate thousands of local green jobs, and bring opportunity and prosperity to every part of our community.
- Ensure that natural systems are healthy, diverse and resilient in the face of a changing climate.
- Help our friends and neighbors prepare to adapt to climate change – ensuring that the most vulnerable among us are equipped to cope with rising energy prices, as well as extreme weather events.

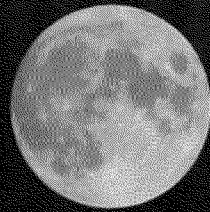
Successfully tackling this challenge will require an unwavering commitment to the effort over the course of decades. We look forward to what our community can accomplish together.



Sam Adams
Mayor



Jeff Cogen
County Commissioner



Rio Earth Summit
(United Nations
Framework
Convention on
Climate Change)

1992

Kyoto Protocol

1997

Oregon Strategy
for Greenhouse
Gas Reductions

2005

Multnomah
County joins
Cool Counties
Initiative

2007

1989

Oregon
legislature first
establishes
carbon-
reduction goal

1993

City of Portland
Carbon Dioxide
Reduction
Strategy

2001

Portland/
Multnomah Local
Action Plan on
Global Warming

2005

Portland signs
U.S. Mayors
Climate
Protection
Agreement

TIMELINE



2008 - 2012 Kyoto Protocol
compliance period (United
States target: 7% below
1990 levels)

Metro resolution
to develop
regional climate
change plan

2008

Portland /Multnomah goal:
10% below 1990 levels

2010

State of Oregon
goal: 75% below
1990 levels

2050

2008

Carbon
emissions in
Multnomah
County are
1% below
1990 levels

2009

Climate Action
Plan

2030

Portland/
Multnomah target:
40% below 1990
levels

2050

Portland/
Multnomah goal:
80% below 1990
levels

AND GOALS

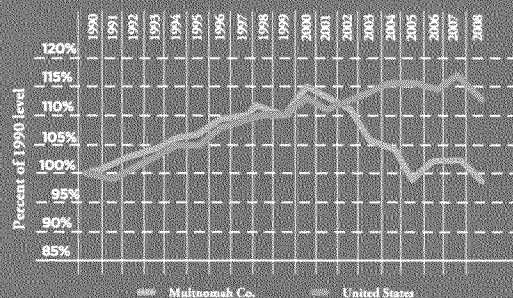
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**TAKE
ACTION!**
See Page 55

EXECUTIVE SUMMARY

CARBON EMISSIONS TREND



Bureau of Planning and Sustainability
U.S. Energy Information Administration

Climate change is the defining challenge of the 21st century. The world's leading scientists report that carbon emissions¹ from human activities have begun to destabilize the Earth's climate. Billions of people will experience these changes through threats to public health, national and local economies, and supplies of food, water and power.

The challenge of climate change is more urgent than ever, but it is not new. Nor is our region's response. For more than 15 years Portland has sought to reduce carbon emissions, starting with the City of Portland's 1993 Carbon Dioxide Reduction Strategy and followed eight years later by the joint Multnomah County-City of Portland Local Action Plan on Global Warming. These plans supported ambitious carbon-reduction efforts, like public transit expansions and new green building policies, that promise to benefit the region's long-term economic, social and environmental prosperity.

These actions helped achieve impressive results, including a reduction in local carbon emissions in 2008 to one percent below 1990 levels, despite rapid population growth. Over the same period, emissions in the United States as a whole increased 13 percent. Clearly Portland and Multnomah County are bucking the trend and heading in the right direction (see figure to the left).

¹ Throughout this document, the term "carbon emissions" refers to all greenhouse gas emissions.

While the early achievements of the Portland region are notable, the latest science suggests that dramatically more ambitious actions are required to mitigate the most extreme impacts of the changing climate. At the same time, efforts to reduce emissions must be coupled with preparations for a changing climate. The physical impacts of climate change are already in evidence and will expand and intensify in the decades ahead. Because of the long time lag between changes in emissions and global climate patterns, the future climate will first reflect the past century of emissions, while ultimately reflecting our choices today.

The physical impacts of a changing climate are matched by social challenges and compounded by rising energy prices. Low-income and vulnerable citizens face disproportionate impacts of climate change — exposure to heat stroke in their homes, for example — while having fewer resources to respond to these changes. Climate change and rising energy prices have the potential to exacerbate social inequities.

In addition, the rivers, streams, wetlands, and vegetation across the Portland region's watersheds will be affected by climate change. Changes in weather and moisture patterns will affect streamflow, groundwater recharge and flooding, and may increase risks of wildfire, drought, and invasive plant and animal species. Evolving weather, air and water temperature, humidity and soil moisture will affect resident and migratory fish and wildlife species and their habitats, and may increase risks to their survival.



To respond to these intertwined problems — climate change, social inequity, rising energy prices, and degraded natural systems — requires an integrated response that goes far beyond reducing carbon emissions. Climate protection must be inextricably linked with actions to create and maintain jobs, improve community livability and public health, address social equity and foster strong, resilient natural systems.

By integrating these elements, Portland and Multnomah County will:

Create Local Jobs. The past decade has proven that many of the technologies, products and services required for the shift to a low-carbon future can be provided by Portland-area companies. Dollars currently spent on fossil fuels will no longer leave our economy and will stay here to pay for home insulation, lighting retrofits, solar panels, bicycles, engineering, design and construction. City Council has adopted an economic development strategy that prioritizes sustainability as the key economic engine of the Portland region.

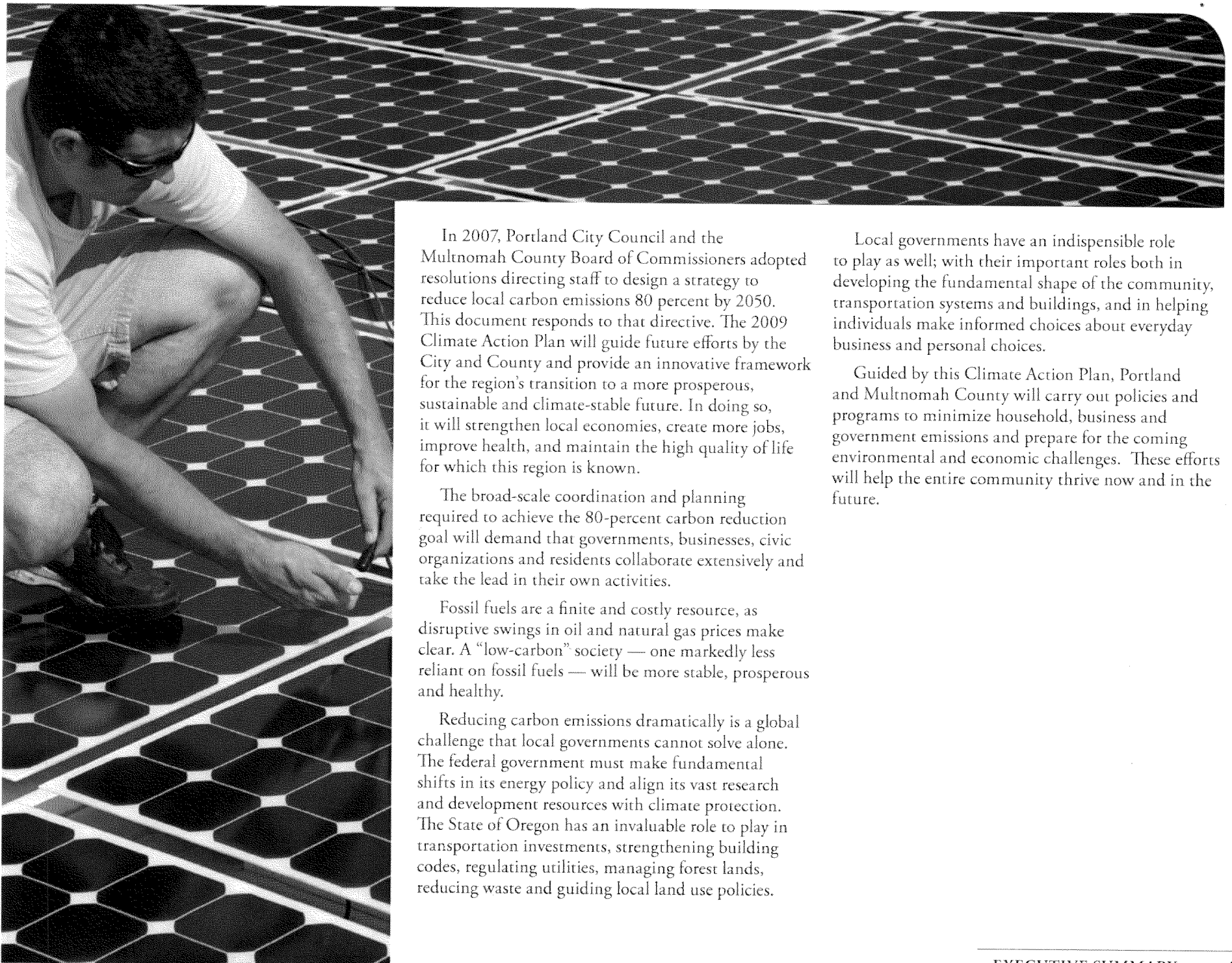
Improve Social Equity. Disparities among our residents can be reduced by ensuring that the communities most vulnerable to climate change are given priority for green jobs, healthy local food, energy-efficient homes and affordable, efficient transportation. We can also improve equity if we ensure that impacted communities are included in the implementation of the Climate Action Plan items in a meaningful and engaging way.

Create Healthier Residents. Walkable neighborhoods, fresh foods and clean air means healthier, more active residents. The “health dividend” is potentially vast in financial terms and invaluable in its contribution to quality of life.

Become More Energy Self-Sufficient. Every action in this Plan will reduce reliance on fossil fuels. As prices continue to increase in the long run and supplies become more uncertain, a reduced reliance on volatile oil supplies will diminish the risks faced by everyone.

Protect and Enhance Air Quality and Natural Systems. Sustaining the values and functions of our tree canopy, rivers, streams and wetlands is an essential strategy that can simultaneously reduce emissions, sequester carbon and strengthen our ability to adapt to a changing climate. Healthy watersheds, forests and ecosystems are an integral part of this plan.

Save Money. Using less energy in our homes, buildings and vehicles means lower energy and transportation bills for residents, business and government. Likewise, home-grown food saves on grocery bills. The savings from reduced health-care costs of a healthy, active community are potentially most significant of all.



In 2007, Portland City Council and the Multnomah County Board of Commissioners adopted resolutions directing staff to design a strategy to reduce local carbon emissions 80 percent by 2050. This document responds to that directive. The 2009 Climate Action Plan will guide future efforts by the City and County and provide an innovative framework for the region's transition to a more prosperous, sustainable and climate-stable future. In doing so, it will strengthen local economies, create more jobs, improve health, and maintain the high quality of life for which this region is known.

The broad-scale coordination and planning required to achieve the 80-percent carbon reduction goal will demand that governments, businesses, civic organizations and residents collaborate extensively and take the lead in their own activities.

Fossil fuels are a finite and costly resource, as disruptive swings in oil and natural gas prices make clear. A "low-carbon" society — one markedly less reliant on fossil fuels — will be more stable, prosperous and healthy.

Reducing carbon emissions dramatically is a global challenge that local governments cannot solve alone. The federal government must make fundamental shifts in its energy policy and align its vast research and development resources with climate protection. The State of Oregon has an invaluable role to play in transportation investments, strengthening building codes, regulating utilities, managing forest lands, reducing waste and guiding local land use policies.

Local governments have an indispensable role to play as well; with their important roles both in developing the fundamental shape of the community, transportation systems and buildings, and in helping individuals make informed choices about everyday business and personal choices.

Guided by this Climate Action Plan, Portland and Multnomah County will carry out policies and programs to minimize household, business and government emissions and prepare for the coming environmental and economic challenges. These efforts will help the entire community thrive now and in the future.

GOALS AND ACTION AREAS

This Climate Action Plan identifies objectives and actions in eight categories to put Portland and Multnomah County on a path to reduce carbon emissions 80 percent from 1990 levels by 2050.

The Climate Action Plan:

- Proposes an interim goal of a 40 percent reduction in emissions by 2030.
- Establishes objectives to achieve the interim goal.
- Focuses principally on major actions to be taken in the next three years to shift Portland and Multnomah County's emissions trajectory.

To draft this Climate Action Plan, City and County staff worked with a steering committee and working groups to identify the objectives and actions most likely to foster the long-term changes necessary to achieve such ambitious goals.

Key criteria in developing the actions were the magnitude of emissions reductions, the scale of economic and community benefits, and the ability of local governments to facilitate their implementation.

Portland and Multnomah County are committed to acting decisively to implement these actions and constantly evaluate progress—adapting and revising as necessary. The City and County will report on community carbon emissions annually, evaluate progress and identify new actions every three years, and re-examine the objectives every ten years.

The 2030 Objectives and corresponding Action Areas of the Climate Action Plan are outlined on the following pages. The detailed Actions to be undertaken in the next three years are found on pages 29 through 58 of this document.

1

BUILDINGS AND ENERGY

2030 OBJECTIVES

1. Reduce the total energy use of all buildings built before 2010 by 25 percent.
2. Achieve zero net greenhouse gas emissions in all new buildings and homes.
3. Produce 10 percent of the total energy used within Multnomah County from on-site renewable sources and clean district energy systems.
4. Ensure that new buildings and major remodels can adapt to the changing climate.

2

URBAN FORM AND MOBILITY

2030 OBJECTIVES

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 daily, non-work needs and have safe pedestrian or bicycle access to transit.
6. Reduce per capita daily vehicle-miles traveled (VMT) by 30 percent from 2008 levels.
7. Improve the efficiency of freight movement within and through the Portland metropolitan area.
8. Increase the average fuel efficiency of passenger vehicles to 40 miles per gallon and improve performance of the road system.
9. Reduce the lifecycle green-house gas emissions of transportation fuels by 20 percent.

3

CONSUMPTION AND SOLID WASTE

2030 OBJECTIVES

10. Reduce total solid waste generated by 25 percent.
11. Recover 90 percent of all waste generated.
12. Reduce the greenhouse gas impacts of the waste collection system by 40 percent.

5

FOOD AND AGRICULTURE

2030 OBJECTIVES

14. Reduce consumption of carbon-intensive foods.
15. Significantly increase the consumption of local food.

7

CLIMATE CHANGE PREPARATION

2030 OBJECTIVES

17. Adapt successfully to a changing climate.

4

URBAN FORESTRY AND NATURAL SYSTEMS

2030 OBJECTIVES

13. Expand the urban forest canopy to cover one-third of Portland, and at least 50 percent of total stream and river length in the city meet urban water temperature goals as an indicator of watershed health.

6

COMMUNITY ENGAGEMENT

2030 OBJECTIVES

16. Motivate all Multnomah County residents and businesses to change their behavior in ways that reduce carbon emissions.

8

LOCAL GOVERNMENT OPERATIONS

2030 OBJECTIVES

18. Reduce carbon emissions from City and County operations 50 percent from 1990 levels.



BUDGET FOR A LOW-CARBON FUTURE

	1990	2008	2030	Percent change from 2008	2050	Percent change from 2008
Total carbon emissions (metric tons)	8,599,508	8,495,319	5,134,000	-40%	1,704,000	-80%
Population	584,000	715,000	999,000	+40%	1,355,000	+90%
Per person carbon emissions (metric tons)	14.7	11.9	5.1	-57%	1.3	-89%
Passenger miles per day per person	17.4	18.5	13.4	-28%	6.8	-63%
Electricity (kWh per person)	13,049	12,081	7,869	-35%	3,815	-68%
Natural gas (Therms per person)	391	382	302	-21%	98	-74%

The table and graphs show carbon emissions and related energy use and miles driven in Multnomah County in 1990 and 2008.

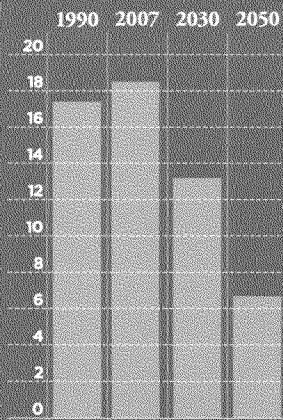
The 2030 column depicts a scenario that puts Portland and Multnomah County on track to meet the 2050 goal.

The 2050 column represents a scenario that achieves the 80 percent carbon-reduction goal. For example, residents in 2050 must be able to meet all of their needs while using only one-third of the electricity and driving only one-third of the miles they drive today.

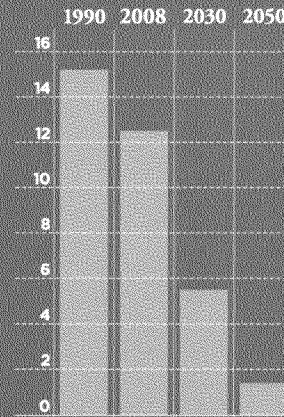
Any number of scenarios could hypothetically achieve the 2050 goal; the one described here reflects the technical committees' judgment about a probable scenario.

Key assumptions are described in Appendix 2.

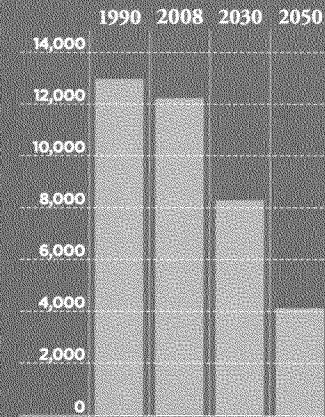
PER PERSON PASSENGER MILES PER DAY



PER PERSON CARBON EMISSIONS (METRIC TONS)

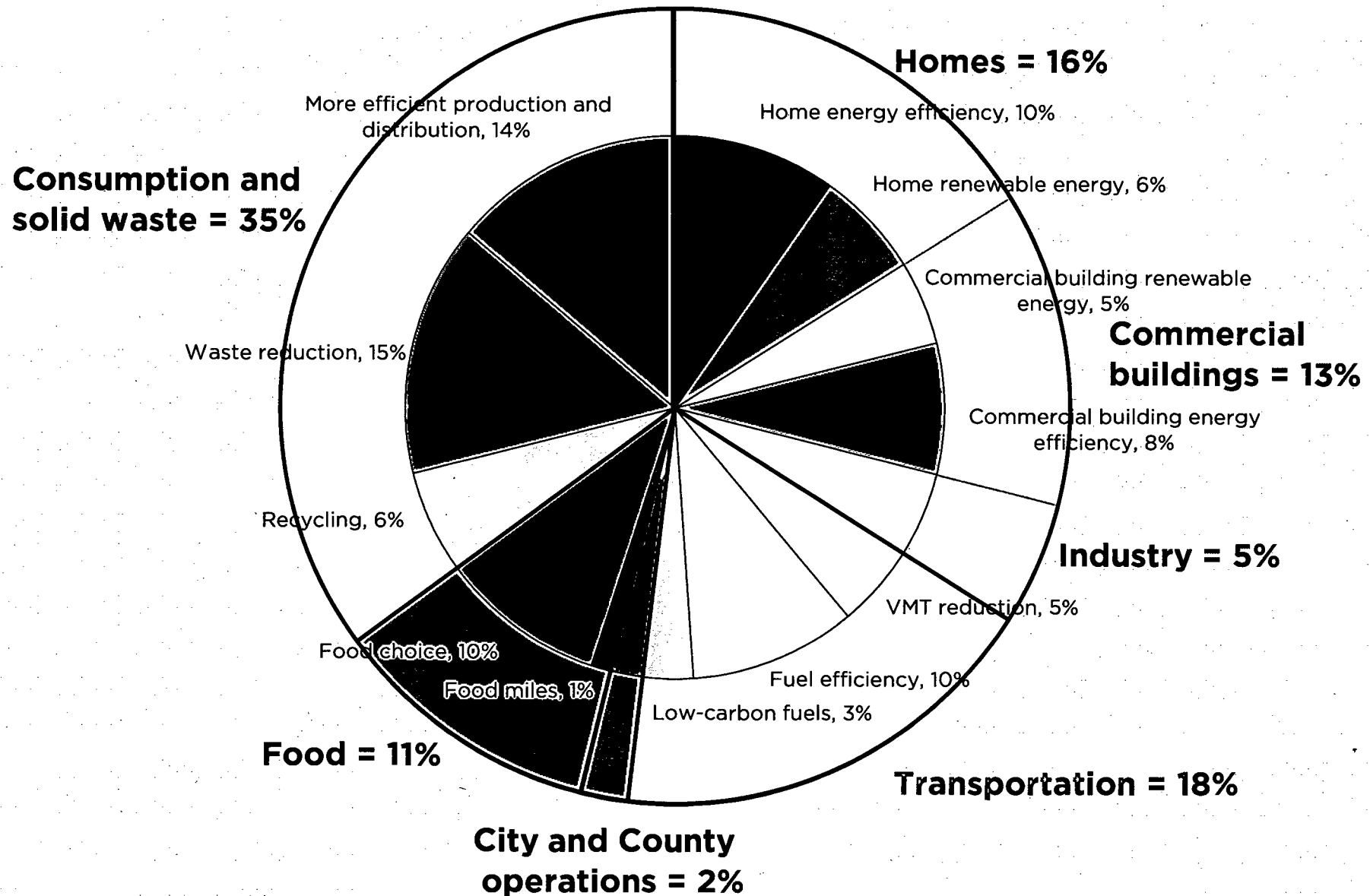


PER PERSON ELECTRICITY USAGE (KWH)

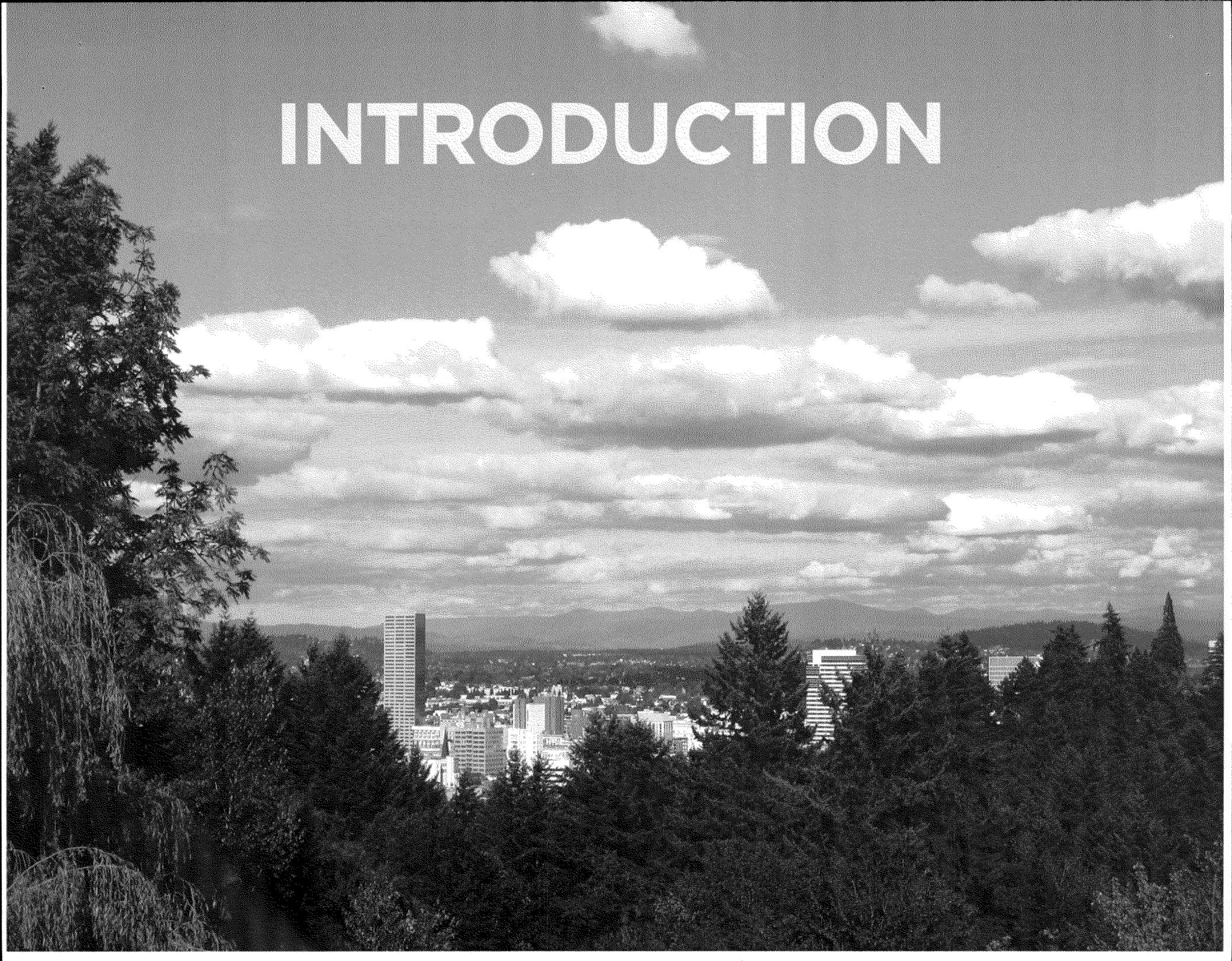


CLIMATE ACTION PLAN

(APPROXIMATE CONTRIBUTION TO 2030 EMISSION-REDUCTION GOAL)



INTRODUCTION





Climate change presents a challenge perhaps unparalleled in modern history. With increasing certainty and near unanimity, the world's leading scientists report that greenhouse gas emissions from human activities have begun to destabilize the Earth's climate. In the Pacific Northwest, these changes threaten food and water sources, power supplies, public safety and health, forests and local economies, all of which have a critical impact on the quality of residents' lives.

The challenge of climate change is more urgent than ever, but it is not new. For more than 15 years Portland has sought to reduce greenhouse gas emissions, starting with the City of Portland's 1993 *Carbon Dioxide Reduction Strategy* and followed, eight years later, by the joint Multnomah County–City of Portland 2001 *Local Action Plan on Global Warming*. These plans have helped the Portland region launch ambitious carbon-reduction efforts that promise to benefit the region's long-term economic, social and environmental prosperity.

Yet as the magnitude of climate change becomes clearer, so too does the need for an even more ambitious response. The world's top scientists estimate that to avoid potentially catastrophic climate change, global greenhouse gas emissions must decline 50 to 85 percent below 2000 levels by 2050. Because the United States is responsible, on a per capita basis, for more greenhouse gas emissions than any other major country, U.S. reductions likely must be at the higher end of that range.

The climate is certain to change under even the most optimistic emission reduction scenarios, however. Sea level will rise, patterns of precipitation will shift, extreme weather events will become more frequent and other unpredictable changes are likely. (The basic science of climate change and the greenhouse effect is discussed further in Appendix 1.)

The need to prepare for a changing climate points to a second fundamental problem: Our degraded natural systems are not as resilient as they once were. More than a century of urban development has diminished the capacity of our wetlands, floodplains and forests to absorb and accommodate precipitation, for example, preparing us poorly for the expected increase in the frequency and intensity of severe weather events that climate change will bring to Oregon. More generally, our natural systems were already under severe strain: trees, vegetation, and streams have been replaced by pavement and culverts, degrading air and water quality, habitat and biodiversity. These weakened natural systems absorb less carbon directly, and indirectly result in still more carbon emissions through the urban heat island effect, which raises summer temperatures in the city and increases the need for air conditioning.

Powerful social change will accompany these physical impacts. Most obviously, large numbers of people will likely move from hotter, drier regions to cooler, wetter ones. "Climate refugees" will almost certainly have a major effect on population shifts in the 21st century. The Pacific Northwest, which likely will experience

less drastic initial impacts of climate change than other regions of the country, may well experience population growth significantly above current expectations.

The health of individual citizens will be affected, too. New health challenges are emerging — diseases that have previously not been prevalent in Oregon's temperate climate, for example — while at the same time many actions to reduce carbon emissions are likely to have strongly beneficial impacts on personal health. People who increase their walking and bicycling will experience direct positive benefits, and better air quality will benefit everyone who lives in, works in or visits the Portland region. Preparing for these changes, both physical and social, is essential to the long-term success of the Pacific Northwest.

In 2007, both Portland City Council and the Multnomah County Board of Commissioners adopted resolutions directing staff to design a strategy to reduce greenhouse gas emissions 80 percent by 2050.¹ Subsequently, the City and County assembled a steering committee with representatives from the Sustainable Development Commission,

1 The resolutions from both City Council and the Board of County Commissioners do not state the base year for determining emissions reductions. Because Portland and Multnomah County historically have sought to reduce emissions from 1990 levels, this Climate Action Plan uses 1990 as the base year for calculating emissions.

Peak Oil

In 2006 the Portland City Council established a citizen advisory group, the Peak Oil Task Force, to examine the region's vulnerability to rising oil and natural gas prices. The task force recommended decreasing total fossil fuel consumption by 50 percent over 25 years. By accepting that task force's report, City Council committed to considering its recommendations as part of a new climate and energy plan. For more on peak oil, see www.portlandonline.com/bps.



the Peak Oil Task Force (see text box above) and staff from eight local government agencies. The steering committee met seven times between November 2007 and March 2009. Technical working groups explored possible actions to address energy use in buildings, land use and mobility, and staff reviewed recent City planning efforts around urban forestry and natural systems, waste reduction and recycling.

This document is the result of these efforts. It identifies actions to put Portland and Multnomah County on a path to accomplish the 80 percent reduction goal, proposes an interim goal of 40 percent emissions reductions by 2030, establishes objectives to achieve the interim goal, and focuses primarily on actions to be taken in the next three years to shift Portland and Multnomah County's emissions trajectory.²

² The actions highlighted in this strategy are consistent with the direction of visionPDX, a major community visioning effort completed in 2007. Likewise, they reflect and inform the development of the Portland Plan, currently underway, including a revision to the City of Portland Comprehensive Plan.

A VISION FOR 2050

An 80 percent reduction of carbon emissions by 2050 will entail re-imagining the entire community — transitioning away from fossil fuels and strengthening the local economy while shifting fundamental patterns of urban form, transportation, buildings and consumption. Important details remain to be sorted out, but in planning for climate protection the City and County are guided by the following vision:

- In 2050, Portland and Multnomah County are at the heart of a vibrant region with a thriving economy, rich cultural community and diverse, ecologically sustainable neighborhoods.
- Personal mobility and access to services has never been better. Every resident lives in a walkable and bikeable neighborhood that includes retail businesses, schools, parks and jobs. Most people rely on walking, bicycling and transit rather than driving. Pedestrians and bicyclists are prominent in the region's commercial centers, corridors and neighborhoods. Public transportation, bikeways, sidewalks and greenways connect neighborhoods. When people do need to drive, vehicles are highly efficient and run on low-carbon electricity and renewable fuels.
- Green jobs are a key component of the regional economy. Products and services related to clean energy, green building, sustainable food, green infrastructure, and waste reuse and recovery providing living-wage jobs throughout the community, and Portland is North America's hub for sustainable industry and clean technology.
- Homes, offices and other buildings deliver superb performance. They are durable and highly efficient, healthy, comfortable and powered primarily by solar, wind and other renewable resources.
- The urban forest and green roofs cover the community, reducing the urban heat island effect, sequestering carbon, providing habitat, and cleaning the air and water.
- Food and agriculture are central to the economic and cultural vitality of the community, with backyard gardens, farmers' markets and community gardens productive and thriving. A large share of food comes from farms within the region, and residents eat a healthy diet, consuming more locally grown grains, vegetables and fruits.
- The benefits of green infrastructure, walkable and bikeable neighborhoods, quality housing, and convenient, affordable transportation options and public health services are shared equitably throughout the community.
- Residents and businesses use resources extremely efficiently, minimizing and reusing solid waste, water, stormwater and energy.
- The Portland region has prepared for a changed climate, making infrastructure more resilient, developing reliable supplies of water, food and energy and improving public health services. Policies, investments and programs are in place to protect the residents most vulnerable to climate change and rising energy prices.

In a sustainable economy, people live and do business in ways that are good for the economy, the environment, and for communities. The usual tradeoffs between growth, sustainability and equity are not necessary. Businesses are more efficient, innovative and competitive internationally. The local talent pool is deeper. Business activity reinforces our commitment to sustainability and our leadership in sustainability contributes to a thriving local economy. All Portland residents have access to quality jobs and share in the growth of the economy.

— Portland Economic Development Strategy, a Five-Year Plan for Promoting Job Creation and Economic Growth (2009)

THE OPPORTUNITY FOR CLIMATE PROSPERITY

The task of achieving this vision is complicated. It is also a tremendous opportunity. Fossil fuels are a finite and costly resource, as disruptive swings in oil and natural gas prices make clear. An advanced “low-carbon” society will be more stable, prosperous and healthy than those that remain dependent on fossil fuels. The Portland region has a history of seeking innovative solutions to community challenges, and climate change presents the opportunity to respond in ways that create local jobs, improve personal health, protect and restore ecosystems and enrich the quality of life for all residents.

Green Economy

Climate protection policies and programs, if designed carefully, can strengthen the local economy by driving demand for locally provided products and services that reduce emissions. Because most routine daily activities generate carbon emissions, nearly every activity must be examined to identify cleaner and more sustainable alternatives. This fundamental reassessment presents major economic opportunity.

Already, innovative businesses and individuals have begun to take advantage of these opportunities. Multnomah County is home to some of the nation’s leading developers, builders, architects, engineers and product manufacturers in the green building industry. In addition, a critical mass of clean energy firms,

such as wind developers, photovoltaic manufacturers, biodiesel producers and energy efficiency consultants also call the region home. Portland is also a national leader in cutting edge bicycling products.

These businesses spread economic benefits to the community by creating “green collar” jobs — skilled and semi-skilled, well-paying jobs that contribute directly to preserving or enhancing environmental quality. For example, Oregon’s rapidly growing clean energy sector is showing strong demand for trained workers, including solar installers and wind turbine technicians.³ Bicycle manufacturers and shops contribute \$90 million annually and add 850 to 1,150 jobs to the local economy.⁴ These industries represent just a small sample of the potential depth and breadth of economic activity that climate protection will stimulate.⁵ Ambitious efforts to retrofit every building in Multnomah County for energy performance, develop the next generation of biofuels, design new ways to package goods and meet countless other needs with more sustainable practices will create many new jobs.

Beyond job creation, a shift away from fossil fuels such as coal, petroleum and natural gas will add substantial indirect economic benefits. Because Oregon

has almost no fossil fuel resources, dollars spent on these energy sources contribute little to the local economy. By redirecting energy dollars to pay for efficiency improvements and non-fossil fuel energy, businesses and residents will spend more money locally, expanding markets for locally produced products and services.

Land use policies already provide this kind of economic benefit. Compact growth has enabled Portland-area residents to drive less than residents of other American cities, saving more than \$1 billion each year in transportation costs.⁶ A substantial portion of those saved dollars are spent in the local economy where they have economic multiplier effects, rather than flowing to largely non-local energy companies. Dramatically expanded emissions-reduction efforts will reinforce and spread this positive economic effect.

Recognizing the economic opportunity presented by climate protection and the global shift toward sustainability, the five-year economic development strategy adopted by Portland City Council in 2009 states the City’s unequivocal intent to make Portland “the most sustainable economy in the world” (see text box). By carefully aligning supply-side economic development strategies with demand-side carbon-reduction efforts, the Portland region is poised to create local jobs while achieving its climate-protection goals.

3 Sylvia Hayes and David Rafkind, 3EStrategies and Barbara Byrd, Oregon AFL-CIO, “Analysis of Clean Energy Workforce Needs and Programs in Oregon.” 2008.

4 “The Value of the Bicycle-Related Industry in Portland.” Alta Planning & Design, September 2008.

5 “Sustainability at a Glance: The Industry.” Portland Development Commission.

6 Cortright, Joe. “Portland’s Green Dividend.” CEOs for Cities, July 2007.

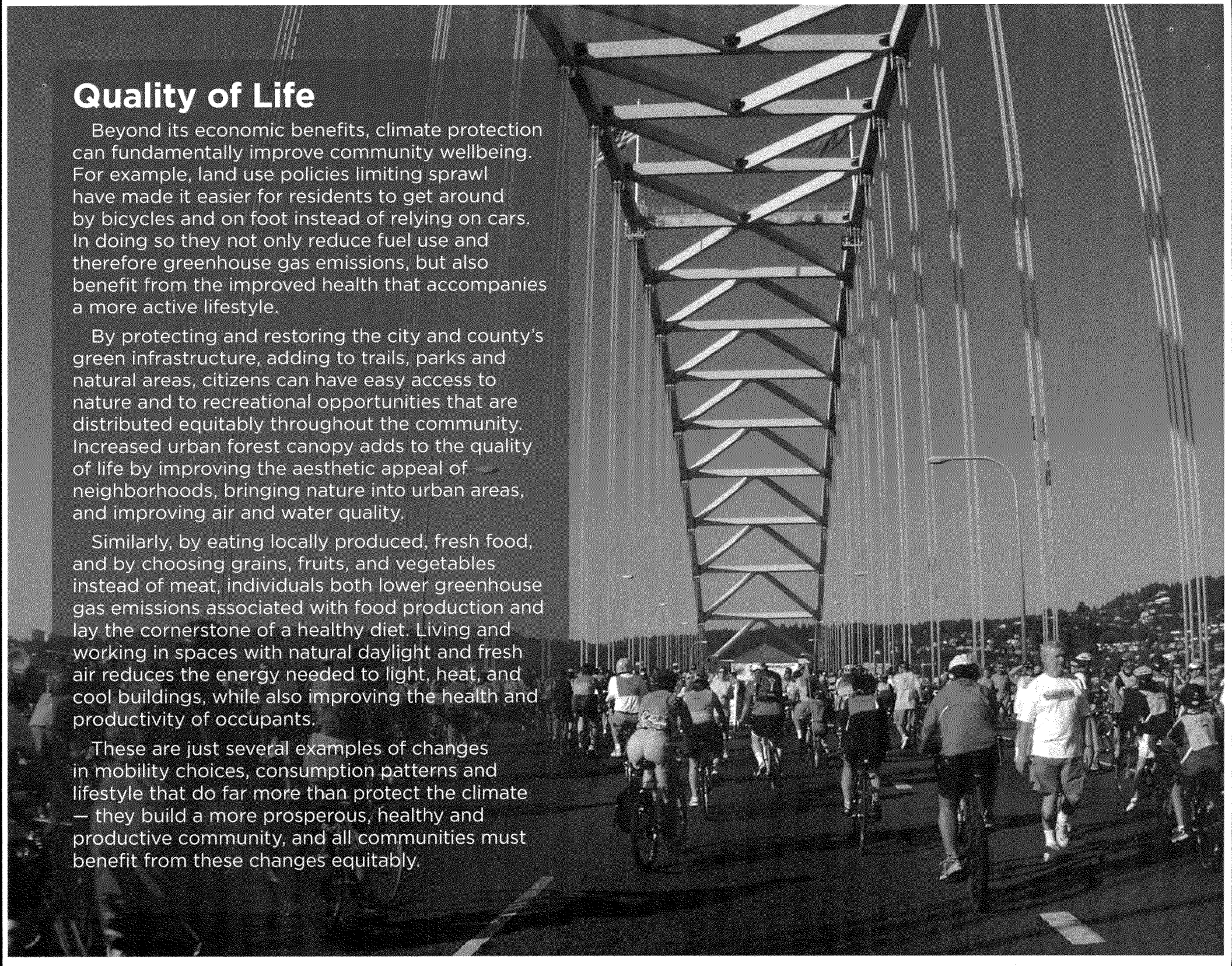
Quality of Life

Beyond its economic benefits, climate protection can fundamentally improve community wellbeing. For example, land use policies limiting sprawl have made it easier for residents to get around by bicycles and on foot instead of relying on cars. In doing so they not only reduce fuel use and therefore greenhouse gas emissions, but also benefit from the improved health that accompanies a more active lifestyle.

By protecting and restoring the city and county's green infrastructure, adding to trails, parks and natural areas, citizens can have easy access to nature and to recreational opportunities that are distributed equitably throughout the community. Increased urban forest canopy adds to the quality of life by improving the aesthetic appeal of neighborhoods, bringing nature into urban areas, and improving air and water quality.

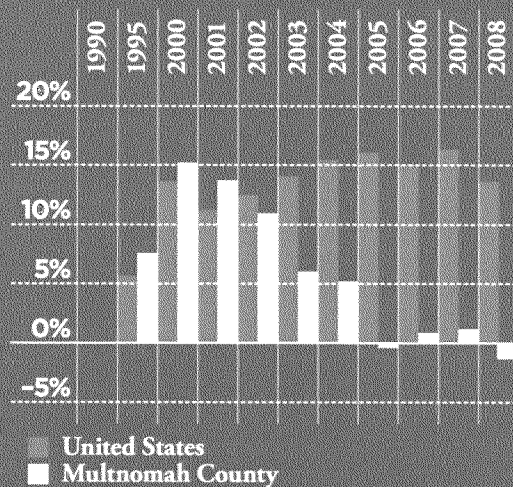
Similarly, by eating locally produced, fresh food, and by choosing grains, fruits, and vegetables instead of meat, individuals both lower greenhouse gas emissions associated with food production and lay the cornerstone of a healthy diet. Living and working in spaces with natural daylight and fresh air reduces the energy needed to light, heat, and cool buildings, while also improving the health and productivity of occupants.

These are just several examples of changes in mobility choices, consumption patterns and lifestyle that do far more than protect the climate — they build a more prosperous, healthy and productive community, and all communities must benefit from these changes equitably.



CLIMATE PROTECTION IN PORTLAND AND MULTNOMAH COUNTY

FIGURE 1
AGGREGATE CARBON EMISSIONS
(RELATIVE TO 1990)



United States Environmental Protection Agency,
City of Portland Bureau of Planning and Sustainability

To protect the climate and achieve the 2050 vision of a thriving low-carbon society, carbon emissions must decline dramatically. This is a global problem that local governments cannot solve alone. All sectors of society, all levels of government and individual citizens must act.

Yet cities are responsible for 75 percent of the global carbon emissions. With the concentration of the world's population living in cities expected to increase from the current level of 50 percent to 60 percent by 2030, cities increasingly present the greatest opportunities to reduce global carbon emissions. Local governments have an essential role to play in:

1. Delivering policies and programs that minimize business and household emissions;
2. Working with residents and businesses to help the community prepare for the environmental, social and economic challenges that are to come; and
3. Reducing emissions from their own government operations.

Portland recognized this role early on. In 1993, it became the first local government in the United States to adopt a strategy to address global warming. In

2001, Multnomah County joined the City of Portland in adopting a revised plan, the *Local Action Plan on Global Warming*, outlining 150 short- and long-term actions to reduce community-wide carbon emissions to 10 percent below 1990 levels by 2010. For comparison, the target for the U.S. under the never-ratified Kyoto treaty is to reduce carbon emissions seven percent below 1990 levels by 2012.

The City and County have made substantial progress in carrying out the 2010 goal of the *Local Action Plan*. As Figure 1 shows, local emissions peaked in 2000 at 15 percent over 1990 levels; by 2008, emissions had fallen below 1990 levels, despite rapid population and economic growth.⁷ On a per capita basis, local emissions have fallen by 19 percent since 1990.

⁷ All references to local emissions in this document refer to carbon or carbon emissions from sources that have been tracked. As explained in greater detail in the following pages and in Appendix 3, Multnomah County's carbon emissions historically have been tracked using a methodology that measures emissions from energy consumption and waste disposal. Because no reliable method exists to track the embodied emissions associated with all goods and materials that are purchased in Multnomah County, it is not yet possible to state to what extent such emissions would have changed over time if such emissions were to be included in the emissions inventory.

Nationally, total carbon emissions in the U.S. are now almost 13 percent above 1990 levels, and per capita emissions have decreased about six percent. From this perspective, Portland and Multnomah County are well ahead of the nation, but local achievements also underscore the magnitude of the challenge ahead. Even in Portland and Multnomah County, where “climate friendly” decisions, policies and programs have prevailed over the past 20 years, emissions have only just returned to 1990 levels. The good and sound practices to date clearly are inadequate for the challenges of climate change that must be addressed in the coming decades. To achieve the 2030 and 2050 goals, efforts must expand and accelerate dramatically.

SOURCES OF CARBON EMISSIONS

In Portland and Multnomah County, most emissions result from energy consumption in homes and buildings, transportation and waste disposal. The City of Portland and Multnomah County maintain an annual inventory of county-wide carbon emissions, shown in Table 1.

The inventory estimates emissions by sector based on transportation fuel sales and energy use by residential buildings, commercial buildings and industry (see Figures 2 and 3). The emissions attributed to waste disposal are based on the methane emissions from landfills that receive waste from Multnomah County, regardless of where those landfills are located. The inventory is intended to track emissions trends to

TABLE 1

MULTNOMAH COUNTY CARBON EMISSIONS, BY SECTOR

(Metric Tons, CO₂-equivalent)

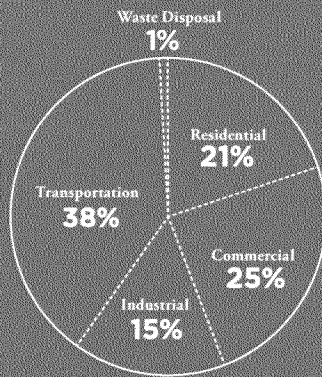
	1990	1995	2000	2005	2006	2007	2008
Residential Energy Use	1,756,863	1,792,324	2,049,236	1,712,546	1,754,530	1,751,466	1,781,146
Commercial Energy Use	1,877,120	2,063,068	2,415,421	2,047,206	2,104,637	2,119,381	2,120,201
Industrial Energy Use	1,540,504	1,774,535	1,974,958	1,332,354	1,387,821	1,338,034	1,309,380
Transportation Fuel	3,187,331	3,375,032	3,319,857	3,368,051	3,471,606	3,521,977	3,266,884
Waste Disposal	237,691	226,778	147,349	82,954	29,990	26,067	17,708
Total	8,599,508	9,231,737	9,906,820	8,543,111	8,748,585	8,756,924	8,495,319
(Relative to 1990)		(+7.4%)	(+15.2%)	(-0.7%)	(+1.7%)	(+1.8%)	(-1.2%)

inform City and County decision making and not to assert ownership or otherwise offer a legal accounting of emissions or reduction credits.⁸

As Table 1 shows, local emissions increased during the 1990s and then declined significantly from 2000

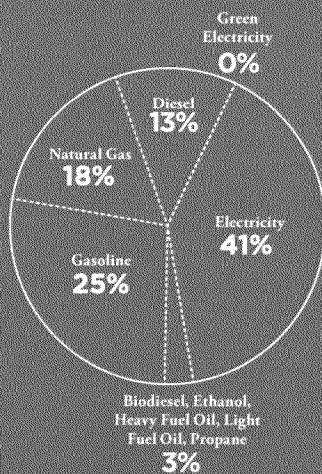
⁸ For example, the City of Portland has worked with owners of multifamily properties throughout Oregon, including Multnomah County, to improve the energy efficiency of their buildings; in exchange for this assistance, the participating property owners transferred legal title of the resulting carbon offsets to the Climate Trust. The projects in Multnomah County achieved offsets of about 3,000 metric tons in 2008, and these offsets are owned by the Climate Trust or by parties who bought them from the Climate Trust. At the same time, many businesses, organizations and residents in Multnomah County have purchased offsets from the Climate Trust and other offset providers, and no data are available as to the volume of these offsets.

FIGURE 2
2008 MULTNOMAH COUNTY
GREENHOUSE GAS EMISSIONS BY SECTOR



City of Portland Bureau of Planning and Sustainability

FIGURE 3
2008 MULTNOMAH COUNTY
GREENHOUSE GAS EMISSIONS BY FUEL
SOURCE



City of Portland Bureau of Planning and Sustainability

to 2005. Among the many factors that contribute to these trends, several stand out:

- Long-standing land-use policies and investments in mixed-use buildings, transit-oriented development and transportation options have resulted in almost no increase in emissions from transportation, despite population growth of more than 18 percent since 1990.
- The local economy has shifted from heavier industry to lighter commercial activities.
- The “energy crisis” of 2000-01 and resulting steep increases in electricity costs — as much as 50 percent for some customers — led to sustained reductions in industrial, commercial and residential energy use.
- The carbon intensity of the electricity grid in the Pacific Northwest has declined by approximately 10 percent from 2000 to 2008 as a result of adding lower-carbon power plants, including wind and natural gas.
- Emissions from waste disposal have declined significantly as a result of increased recycling and improved methane capture at landfills receiving local solid waste.

This inventory method allocates carbon emissions among the residential, commercial,⁹ industrial and

⁹ Due to limitations on the available data, emissions attributable to large, multi-family buildings (i.e., apartment and condominium buildings) are included in the commercial sector.

transportation sectors according to how much energy is used in each, and among waste disposal activities according to methane emissions. This method, referred to here as the “sector method” of inventorying emissions, has been widely used by state and local governments throughout the United States, including Oregon and Portland. Because this approach does not explicitly capture emissions associated with the consumption of goods, the Oregon Department of Environmental Quality (DEQ) is developing a complementary method, the “systems method,” to consolidate carbon emissions from the full life cycle of a product, including manufacturing, distribution and disposal. Whereas the sector method allocates emissions based on the production of goods — the supply side of the economy — the systems method seeks to attribute emissions to the consumption of goods — the demand side of the economy.

Taken together, the traditional and complementary approaches to inventorying emissions offer insight into the underlying causes of — and therefore the opportunities to reduce — carbon emissions. Both approaches are needed because the businesses and industries located in Multnomah County produce different kinds and quantities of goods than what local

residents consume.¹⁰ Examining carbon emissions through both methods therefore provides a more complete picture of the total emissions for which Portland and Multnomah County bear some responsibility.¹¹

To illustrate the insights from considering both methods, Figure 4 shows how the traditional method apportions 2006 U.S. carbon emissions among the sectors that currently are tracked by Portland and Multnomah County. The emissions sources not tracked by Portland and Multnomah County (e.g., emissions from industrial processes and methane emissions from raising livestock) are listed as “other.” Figure 5 shows how 2006 U.S. carbon emissions might be apportioned according to the systems method.

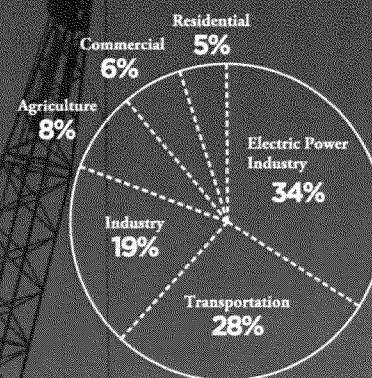
10 With the exception of emissions from waste disposal, the traditional method measures emissions from the use of energy in Multnomah County, including the emissions related to producing goods in Multnomah County, without regard to where those goods are consumed. The systems method, by contrast, seeks to measure emissions attributable to end use activities by Multnomah County residents, including emissions that are produced outside of the county in connection with goods that are purchased by county residents.

11 A lack of adequate data has been the primary barrier to conducting a carbon inventory for Portland and Multnomah County using the complementary method. The Oregon Department of Environmental Quality (DEQ) and EPA are working to develop complementary methods to help expand this type of analysis to the state level, and Portland and Multnomah County will continue to work with DEQ and EPA to gain access to increasingly more accurate and insightful local data to guide policy.

Viewing the data from the two different perspectives yields important insights into what causes carbon emissions. As consumers, for example, our decisions to acquire goods, including certain foods, result in nearly half of all carbon emissions. As producers, our decisions about the entire supply chain — extraction, production, packaging, distribution, retail and disposal — affect carbon emissions. Since both consumers and producers of goods generate carbon emissions, both parties have an opportunity to reduce those emissions.¹² This climate action plan seeks to address both halves of this equation.

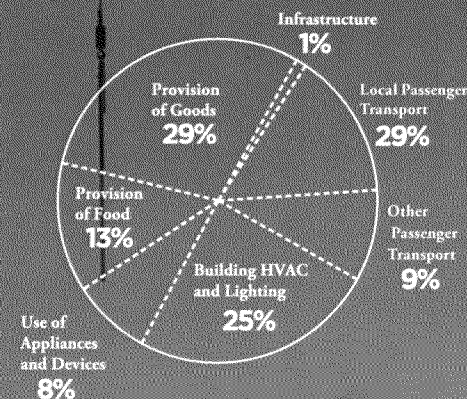
12 A report released by the United Kingdom in 2008 illustrates the importance of utilizing both perspectives. The report observes that although the UK’s carbon emissions under the traditional method declined five percent between 1992 and 2004, the emissions under the complementary method for this same period increased 18 percent during this same period, reflecting the importance of the embedded emissions intensity of UK imports. *Development of an Embedded Carbon Emissions Indicator – Producing a Time Series of Input-Output Tables and Embedded Carbon Dioxide Emissions for the UK by Using a MRIO Data Optimisation System*, Report to the UK Department for Environment, Food and Rural Affairs, June 2008.

FIGURE 4
U.S. GREENHOUSE GAS EMISSIONS
(2006): ECONOMIC SECTORS VIEW



U.S. Environmental Protection Agency

FIGURE 5
U.S. GREENHOUSE GAS EMISSIONS
(2006): SYSTEMS VIEW



U.S. Environmental Protection Agency



THE FRAMEWORK FOR LOCAL CLIMATE PROTECTION

Portland's success to date in reducing carbon emissions rests on a foundation of sound land use and transportation planning. Since 1973, state law has required every city and county in Oregon to have a Comprehensive Plan, which controls land use decisions in that area. Metro, Portland's regional government, together with TriMet, the provider of public transportation for the Portland region, has guided investment in light-rail, mixed-use development and an integrated multi-modal transportation system. These efforts are a large part of local progress to date in reducing emissions and are fundamental to long-term success in achieving the 2050 goal.

In the years since Portland first explicitly began to address climate change, efforts at the regional, state and national levels have taken shape. These provide new opportunities — and the imperative — for coordination.

Cities and counties nationwide are connecting through venues such as the U.S. Conference of Mayors, ICLEI — Local Governments for Sustainability, and informal peer networking among cities like Portland, Austin, Chicago, Denver, New York, San Francisco and Seattle.

In Oregon, explicit climate protection efforts date back to 1989, when the Oregon legislature first adopted a carbon reduction goal. In 1997, the legislature granted the Oregon Energy Facility Siting Council authority to set carbon dioxide emissions standards for new power plants, thereby enacting the first state or federal law in the U.S. explicitly designed to reduce carbon emissions. Ten years later, the legislature established a new goal to reduce emissions to 75 percent below 1990 levels by 2050.

In 2005, Governor Kulongoski issued the Greenhouse Gas Emissions Reduction Strategy, which identifies actions for the state to reach this 75 percent emissions reduction target. In 2007, legislation established the Global Warming Commission to guide Oregon's work on climate change. The state has

already acted on several major pieces of the governor's strategy, including requiring large electric utilities to source 25 percent of their power from new renewable resources by 2025, and requiring major emitters of carbon emissions to report their emissions. A key component of the plan is participation in the Western Climate Initiative, a partnership among seven states and three Canadian provinces to reduce emissions under a cap-and-trade system. Legislation and regulatory proceedings necessary to establish this cap-and-trade system were introduced in the various state legislatures and agencies in 2009.

In the Portland metropolitan region, eight local governments have adopted resolutions committing to reduce carbon emissions. Multnomah and Clackamas Counties have joined the Cool Counties Initiative, and Portland, Beaverton, Gresham, Oregon City, Lake Oswego and Hillsboro have signed the U.S. Mayors Climate Protection Agreement. Several Oregon universities have developed carbon reduction plans. In April 2008, Metro, the regional government, adopted a resolution committing to collaborate regionally on climate change mitigation efforts. This work began in the fall of 2008 and will continue with a scan of best practices, policies, programs and goals to help frame regional opportunities. Metro plans to convene local stakeholders in the process of identifying regional strategies and initiatives to reduce carbon emissions.

Most recently, in early 2009 a public-private partnership emerged to establish the Portland region as a pilot of the Climate Prosperity Project. Developed by the non-profit Global Urban Development, this initiative seeks to establish a framework to align and coordinate economic development and climate protection activities. In the Portland region, the Portland Sustainability Institute, Metro, Greenlight Greater Portland, the Portland Development Commission, Nike and the City of Portland are developing a shared agenda to create jobs, cultivate talent and deliver social benefits while dramatically reducing carbon emissions.

"This Plan is ambitious but well worth the effort. . . .As Oregon's largest utility, PGE will have an important role in helping achieve the goals outlined in the Climate Action Plan and we look forward to collaborating with the City, County, business community and local residents on many of these actions."

—Carol Dillin, Vice-President, Public Policy, Portland General Electric

CLIMATE ACTION PLAN DEVELOPMENT

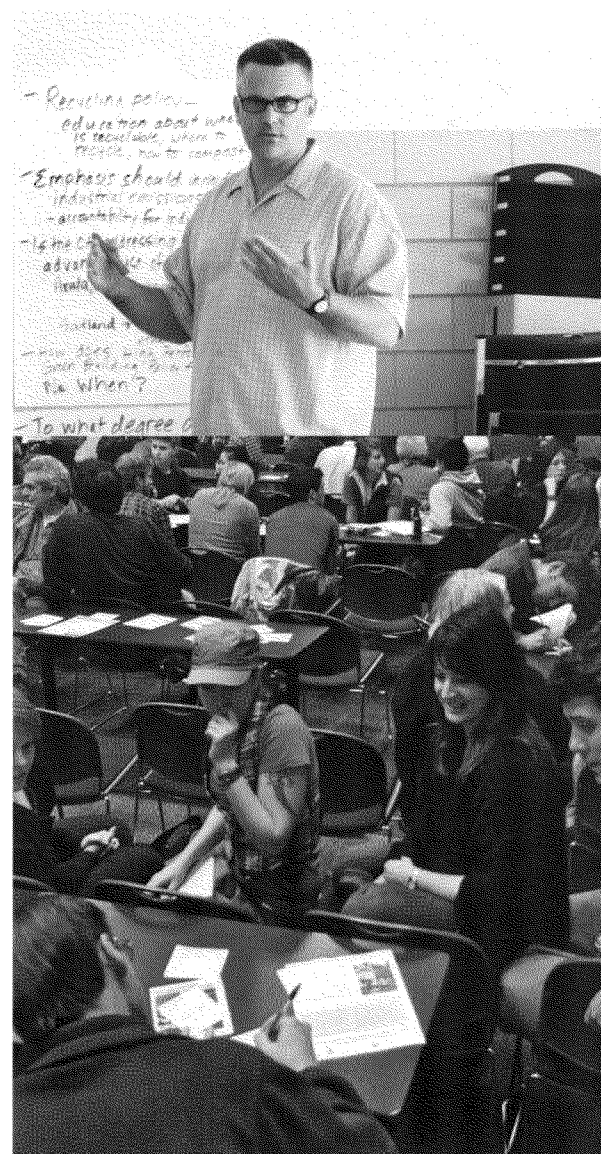
This Climate Action Plan is the result of collaboration among members of the public, businesses, non-profit organizations and public agencies. The Plan builds directly on the work of prior climate-protection plans, adopted in 1993 and 2001, and on the 2007 recommendations of the Peak Oil Task Force. Beginning in late 2007, a steering committee guided the development of this plan, and technical working groups and steering committee meetings continued through 2008.

A draft plan was released for public comment in April 2009, and eight town hall meetings were held to discuss the draft plan with residents, businesses and community organizations. More than 400 people participated in the public meetings, and an additional 175 sets of comments were received through an on-line comment form, by email or in letters, totaling more than 2,600 comments and suggestions. Figures 6 and 7 summarize quantitative results of some of the on-line comments.

City and County staff and the Steering Committee reviewed the comments, which tended to be supportive of the overall direction of the plan while suggesting modifications to nearly every action. In particular, respondents urged the City and County to be more attentive to four areas: social equity, public health, the larger regional context of the proposed actions, and adaptation, especially with respect to the role

of natural systems. Many comments pointed to the need to scrutinize the costs and benefits of many of the actions, as well as the costs of inaction, and urged the City and County to identify specific sources of funding to carry out the proposed actions. Finally, commentators also emphasized the talent, resources and commitment of neighborhoods, businesses, non-governmental organizations and residents to working with the City and County to address climate change.

This plan is fundamentally intended to respond to climate change, reducing emissions and preparing for rapid changes in the climate, but it will only be successful if it does so in ways that create jobs, improve social equity, strengthen natural systems, and enhance quality of life. Comments overwhelmingly expressed confidence that this is achievable.



"The Plan rightly acknowledges the past efforts of the City, County, and the Metro region to reduce emissions over the past 20 years. However, the Plan also provides a sobering assessment of how far this region must go to curb significant climate change. The good news is that the Plan provides clear goals and a variety of choices for the citizens of Portland and Multnomah County to meet these goals."

—David Bragdon, Metro Council President

The most important innovation in our planning now should be to anticipate an increased capacity for planning itself, for flexibility, for allowing — even enabling — rapid, adaptive and widespread change, social as well as material, in the light of changing circumstances.

—Transition PDX

FIGURE 6

WHICH STATEMENT MOST ACCURATELY REFLECTS YOUR OVERALL OPINION ABOUT THE PROPOSED ACTIONS AND OBJECTIVES OF THE CLIMATE ACTION PLAN?

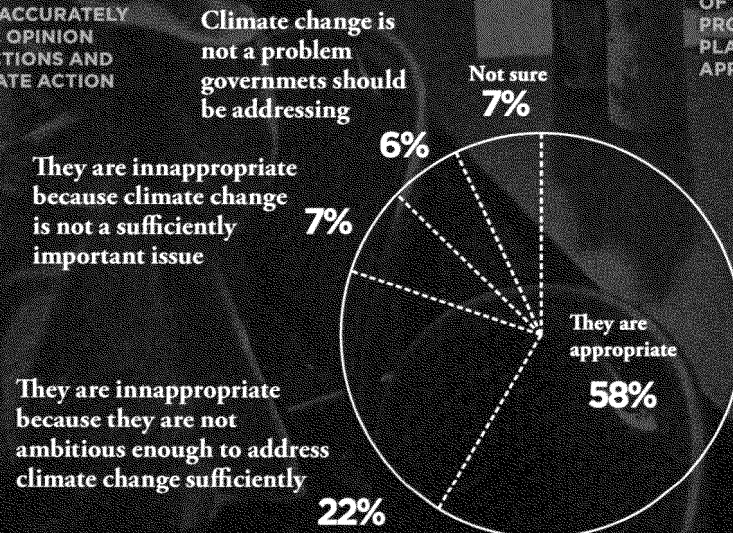
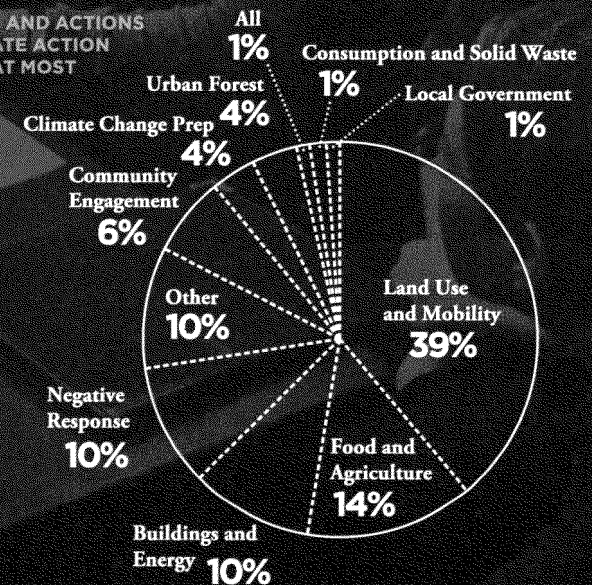


FIGURE 7

OF ALL THE OBJECTIVES AND ACTIONS PROPOSED IN THE CLIMATE ACTION PLAN, IS THERE ONE THAT MOST APPEALS TO YOU?



PORTLAND AND MULTNOMAH COUNTY'S CURRENT PLANNING PROCESS

With this document, the City of Portland and Multnomah County seek to identify the actions the City and County can take that have the greatest potential to reduce emissions and adapt to a changing climate.

Individual bureaus, departments and programs, including the Multnomah County Sustainability Program, the Multnomah County Health Department, the Portland Bureaus of Planning and Sustainability, Transportation, Development Services, Parks and Recreation, Environmental Services and Water and the Portland Development Commission, among many others, will lead many of the City and County's efforts. At the same time, the City and County will coordinate and collaborate with Metro, the State of Oregon, other local governments, businesses, academia and the religious and non-profit communities wherever possible.

The Climate Action Plan enumerated in this document is an iterative process, incorporating and building on lessons learned, as follows:

Every Year: The Community Inventory

The Bureau of Planning and Sustainability and the Multnomah County Sustainability Program will report annually to the Portland City Council and the Multnomah County Board of Commissioners on local carbon emission trends, fossil fuel use and progress in implementing the actions in this Climate Action Plan. Additional data on consumption will be included in the report as it becomes available.

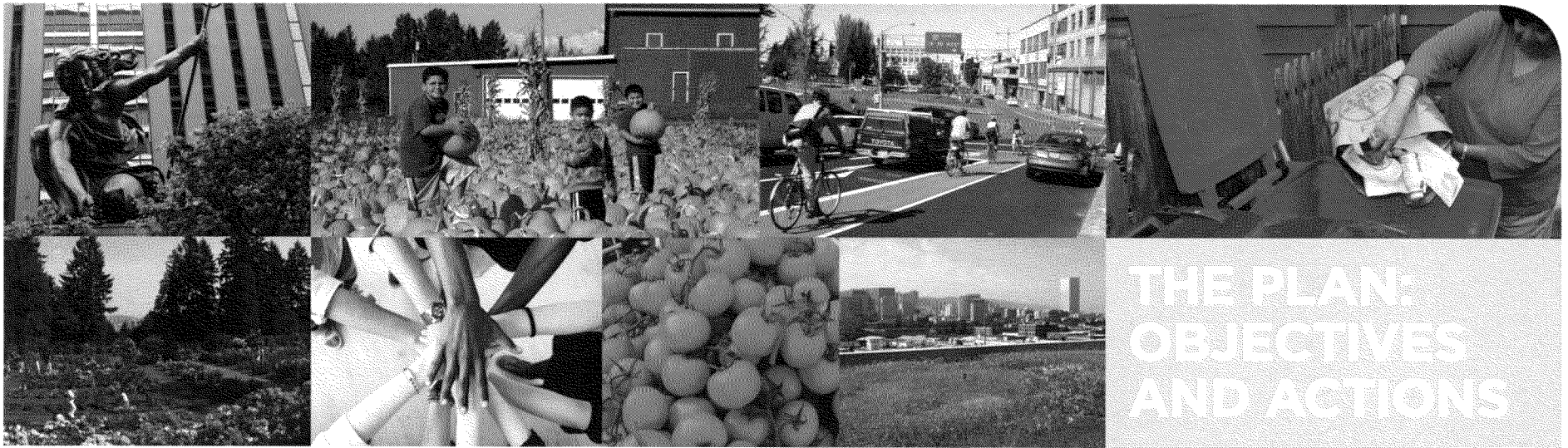


Every Three Years: New Actions

Every three years, the Portland City Council and the Multnomah County Board of Commissioners will revise the actions in this plan and identify new ones as necessary. During this periodic review, the City and County will determine whether actions that have not been implemented nonetheless remain effective ways to achieve the objectives of this plan and will develop new actions to be implemented in the subsequent three years. This revision process will include a review and analysis of the opportunities and challenges to achieving the 2030 objectives and goal.

2020: Revise Plan

In 2020, the City of Portland and Multnomah County will re-examine the Climate Action Plan based on the latest science and the successes and challenges of implementing policies and programs. A new climate action plan will be developed, with a new 2040 interim goal and 2040 objectives to keep Portland and Multnomah County on a path to achieve the 80 percent reduction in carbon emissions by 2050 and to meet the challenges of preparing for a changing climate.



Terminology

In this document, "plan" refers to the entire climate protection effort. The carbon emissions reductions — 80 percent by 2050 and 40 percent by 2030 — are "goals." "Objectives" are specific means of achieving the 2030 interim goal. "Actions" are detailed steps to be taken in the next three years. This plan thus refers to a 2050 goal, 2030 objectives and 2012 actions.

To put Portland and Multnomah County on track to reach the 2050 goal of an 80 percent reduction in carbon emissions, this document details 18 specific objectives and related actions intended to achieve the interim goal of a 40 percent reduction in emissions by 2030.

The accompanying actions — to be pursued in the next three years — are not intended to be an exhaustive list of every effort that Portland and Multnomah County will undertake to achieve the 2030 objectives; the City and County may do much more. Rather, the actions identified here are the highest priority, *all* of which must be pursued by the end of 2012. Moreover, while the City or County will have a major, direct role in carrying out many of the following objectives and actions, successful implementation will require many diverse partners, from non-profit organizations to business leaders to neighborhood associations to individual residents.

The objectives and associated actions are grouped into the following categories:

- **Buildings and Energy**
- **Urban Form and Mobility**
- **Consumption and Solid Waste**
- **Urban Forestry and Natural Systems**
- **Food and Agriculture**
- **Community Engagement**
- **Climate Change Preparation**
- **Local Government Operations**

The objectives and actions were given priority based on three criteria: (1) emission reductions, (2) sphere of influence and (3) community benefits.

(1) **Emissions reductions.** Implementing the 2012 actions and achieving the 2030 objectives must result in significant progress toward the goal of an 80 percent emissions reduction. The purpose of this filter is to screen out measures that may lead to short- or medium-term reductions but have little chance of achieving the necessary long-term reductions. Where possible, the reductions are quantified. Quantitative measures are generally available in the categories of

TABLE 2

COMPOSITION OF MULTNOMAH COUNTY CARBON EMISSIONS

(Thousand metric tons)

	1990	2008	Percent change from 1990	2030	Percent change from 1990	2050	Percent change from 1990
Building energy	5,174	5,211	+ 1%	3,265	- 37%	933	- 82%
Transportation	3,187	3,267	+ 2%	1,859	- 42%	766	- 76%
Waste disposal	238	18	- 93%	10	- 96%	5	- 98%
Total	8,560	8,495	- 1%	5,134	- 40%	1,704	- 80%

BUDGET FOR A LOW-CARBON FUTURE

	1990	2008	2030	Percent change from 2008	2050	Percent change from 2008
Population	584,000	715,000	999,000	+40%	1,355,000	+90%
Per person carbon emissions (metric tons)	14.7	11.9	5.1	-57%	1.3	-89%
Passenger miles per day per person	17.4	18.5	13.4	-28%	6.8	-63%
Electricity (kWh per person)	13,049	12,081	7,869	-35%	3,815	-68%
Natural gas (Therms per person)	391	382	302	-21%	98	-74%

Key assumptions are described in Appendix 2.

Buildings and Energy, Urban Form and Mobility and Consumption and Solid Waste. The diagram on page 13 shows the approximate contribution of the sets of actions to achieving the 2030 emissions-reduction target. These numbers are based on the “systems approach” to inventorying emissions, described on page 21, and are therefore estimates, since data are not yet available to produce a precise a local “systems” inventory. The complexity of the figure makes clear that no single category of actions will achieve the 2030 goal: Aggressive action is required in all areas.

Emission reduction targets rely on a set of assumptions about population growth, technological improvements and actions by governments other than the City of Portland and Multnomah County, discussed further in Appendix 2. Given these assumptions, Table 2

shows key energy and vehicle use characteristics for a scenario that achieves the 2030 and 2050 goals.


(2) **Sphere of influence.** The objectives and actions of this plan are those through which the City of Portland or Multnomah County can materially impact emissions. Although action must be taken at all levels of government and the private sector to address climate change, this plan focuses exclusively on actions that the City and County are positioned to carry out.

(3) **Community benefits.** Many of the actions that reduce emissions also deliver substantial community benefits, including creating local jobs, supporting vibrant neighborhoods and improving personal health. Although the City and County must take some actions almost exclusively because they reduce



emissions, actions that also generate strong community benefits are prioritized.

While it is easier to quantify the first of these three criteria — emissions reductions — than sphere of influence or community benefits, and easier to measure reductions in certain categories than in others, the less quantifiable actions in the plan are every bit as necessary to achieve the 2050 goal. Many of these, such as the community engagement campaign, are difficult to measure precisely because they reflect long-term, structural or cultural changes. In other words, they are the fundamental, enduring changes that will ultimately ensure success in addressing climate change.

A black and white photograph of a city skyline across a body of water. The skyline features several prominent skyscrapers, including a tall, thin one on the left and a large, rectangular one in the center. The water in the foreground is calm, reflecting the sky. The text "2030 OBJECTIVES" and "2012 ACTIONS" is overlaid in large, white, sans-serif font at the bottom of the image.

2030 OBJECTIVES 2012 ACTIONS

BUILDINGS AND ENERGY

Buildings are the single largest contributor to carbon emissions in Multnomah County, accounting for more than 40 percent of total emissions. Reducing carbon emissions from building energy use requires two changes: improve energy efficiency and reduce the carbon intensity of energy supplies, primarily by increasing renewable sources of electricity such as solar and wind power.

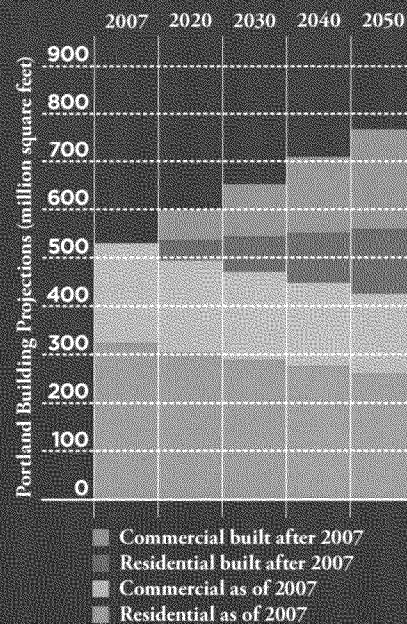
In the Pacific Northwest, despite relatively abundant hydropower, nearly half of all electricity is from coal, natural gas and nuclear power plants (Figure 9 on page 42). Wind power has spread rapidly in recent years, but in 2008 wind still provided less than three percent of all electricity, and solar-generated electricity represented well under one percent.¹³

The Energy Trust of Oregon, the Oregon Department of Energy, the Northwest Energy Efficiency Alliance, utilities and other organizations, together with the City of Portland and Multnomah County, already have undertaken significant work to increase energy efficiency and decrease energy-related carbon emissions. Much work remains to be done, and it will be important to leverage existing efforts and expertise to accelerate this work.

Because buildings last for many decades, efforts to reduce emissions from buildings need to address both existing structures and new construction. More than half the building stock that will exist in 2050 already

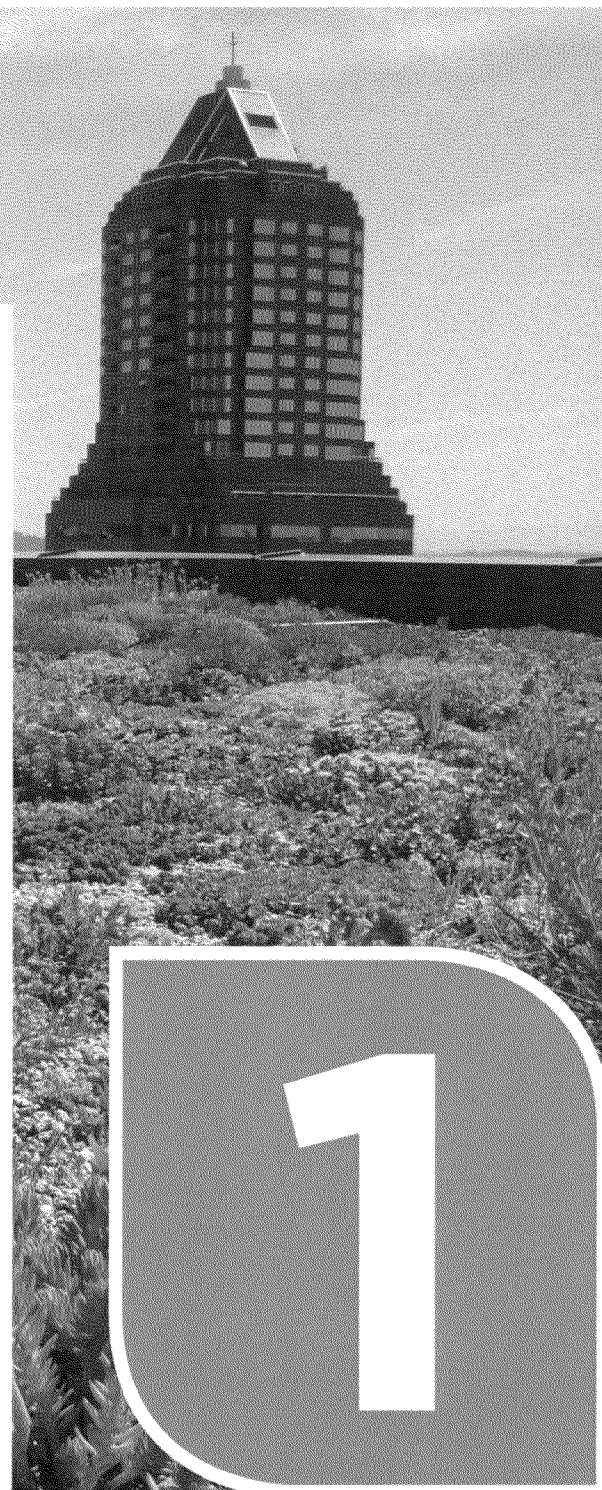
exists today (Figure 8). For that reason, Objective 1 seeks to improve the energy efficiency of existing buildings, while Objective 2 calls for new buildings to maximize energy performance. In parallel with the improvements to the building stock, Objective 3 seeks to increase the amount of energy provided by clean renewable sources and efficient district-scale systems. Objective 4 seeks to ensure that new buildings can adapt to a changing climate.

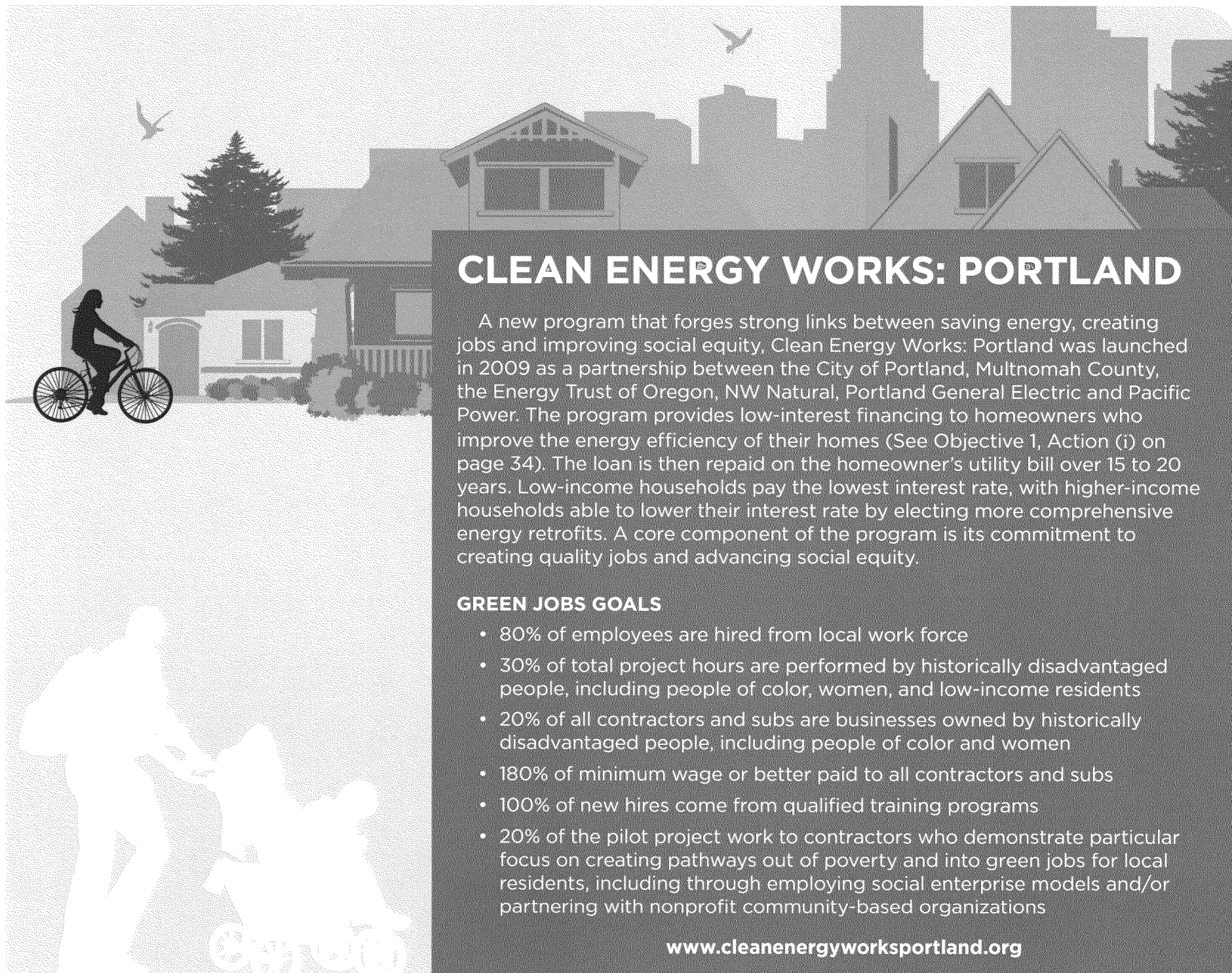
**FIGURE 8
PORTLAND BUILDING PROJECTIONS
(MILLION SQUARE FEET)**



City of Portland Bureau of Planning and Sustainability

¹³ U.S. Department of Energy, *Annual Energy Outlook 2009*, Supplemental Tables 82 and 98.





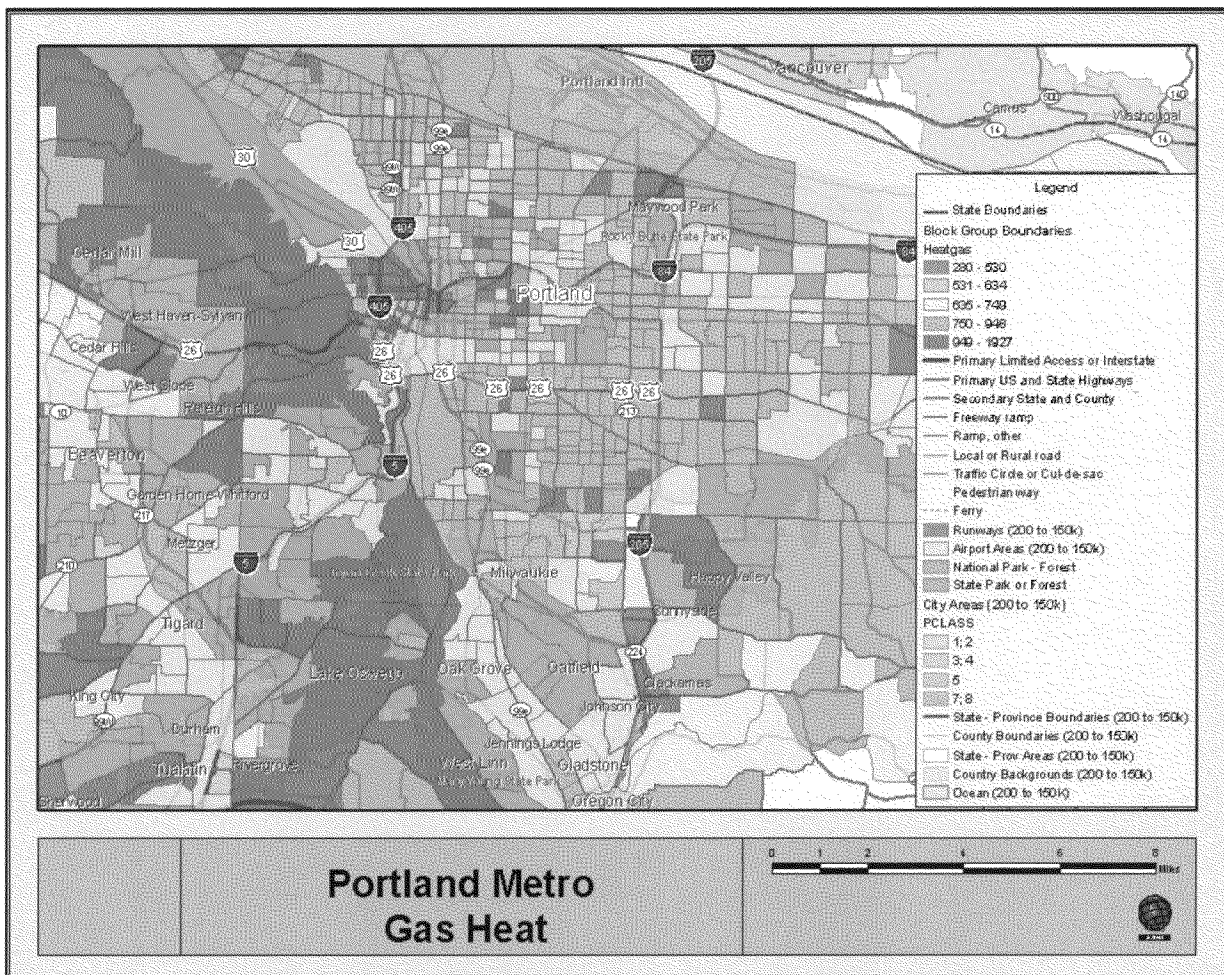
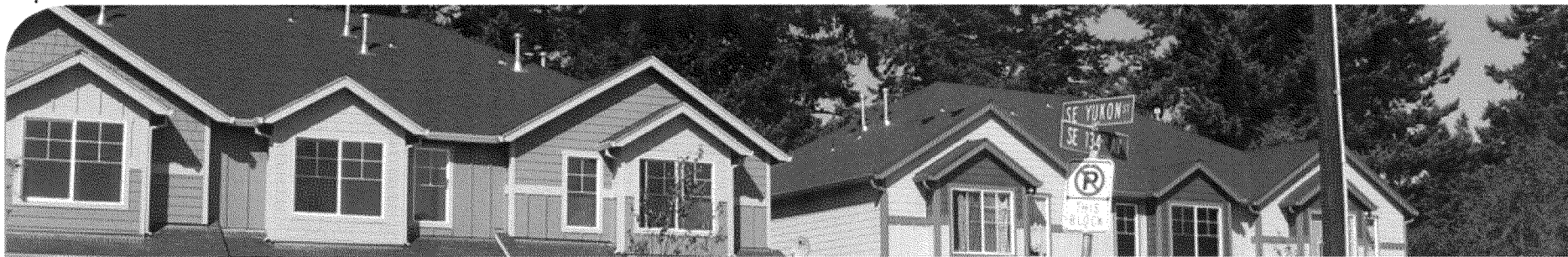
CLEAN ENERGY WORKS: PORTLAND

A new program that forges strong links between saving energy, creating jobs and improving social equity, Clean Energy Works: Portland was launched in 2009 as a partnership between the City of Portland, Multnomah County, the Energy Trust of Oregon, NW Natural, Portland General Electric and Pacific Power. The program provides low-interest financing to homeowners who improve the energy efficiency of their homes (See Objective 1, Action (i) on page 34). The loan is then repaid on the homeowner's utility bill over 15 to 20 years. Low-income households pay the lowest interest rate, with higher-income households able to lower their interest rate by electing more comprehensive energy retrofits. A core component of the program is its commitment to creating quality jobs and advancing social equity.

GREEN JOBS GOALS

- 80% of employees are hired from local work force
- 30% of total project hours are performed by historically disadvantaged people, including people of color, women, and low-income residents
- 20% of all contractors and subs are businesses owned by historically disadvantaged people, including people of color and women
- 180% of minimum wage or better paid to all contractors and subs
- 100% of new hires come from qualified training programs
- 20% of the pilot project work to contractors who demonstrate particular focus on creating pathways out of poverty and into green jobs for local residents, including through employing social enterprise models and/or partnering with nonprofit community-based organizations

www.cleanenergyworksportland.org



THERMS OF NATURAL GAS USED PER HOUSE IN 2008, FOR SINGLE-FAMILY HOUSES WITH GAS SPACE HEAT, BY CENSUS TRACT.

SOURCE: ENERGY TRUST OF OREGON

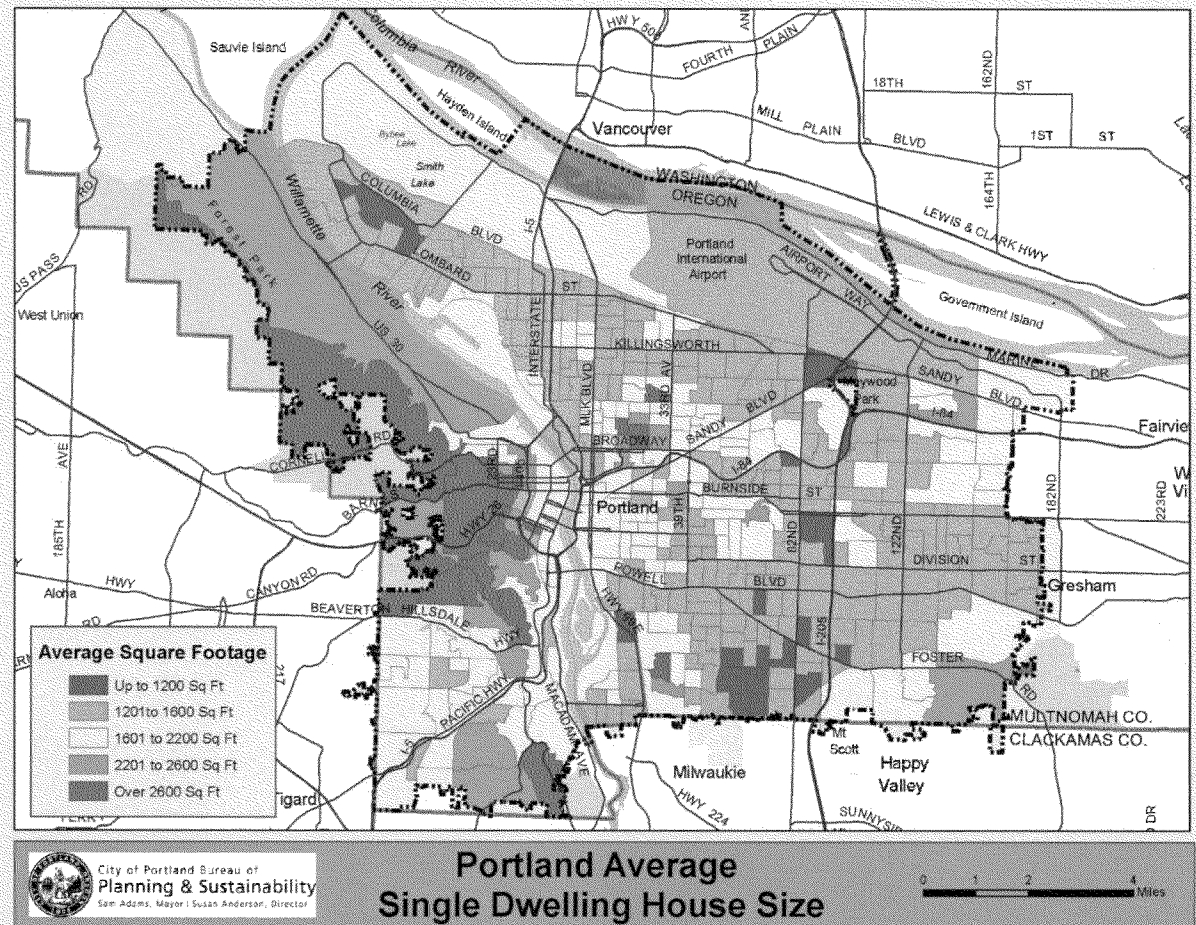
These maps are an initial step in gathering neighborhood-level data on metrics related to climate action by enabling residents to see how their neighborhood compares to others.

Many factors influence household energy use, including:

- type of residence (single family or multifamily)
- size of dwelling
- age of structure
- level of insulation
- size and type of windows
- efficiency of lighting and appliances
- number and behavior of occupants

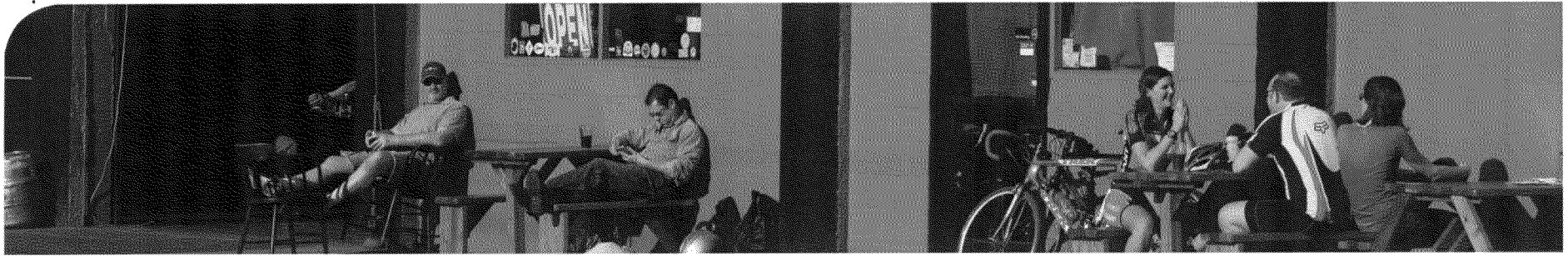
A simple visual comparison of the two maps suggests a rough correlation between home size and natural gas use. While this makes intuitive sense, it is also notable that the smaller homes tend to be older homes and less likely to be well insulated.

We plan to continue making comparative data available to inform and motivate neighborhood scale carbon reduction action.



AVERAGE SQUARE FOOTAGE OF SINGLE-FAMILY HOUSES, BY CENSUS TRACT.

SOURCE: BUREAU OF PLANNING AND SUSTAINABILITY



2030 OBJECTIVE 1.

Reduce the total energy use of all buildings built before 2010 by 25 percent.

To be on track to reach the 2050 emissions reduction target, all buildings must consume 25 percent less energy than today. By 2030, many new and highly efficient buildings will have been built that will consume less than half the energy of today's buildings. However, because over two-thirds of the buildings that will exist in 2030 are in place today, existing buildings must be retrofitted with energy-saving measures to achieve the necessary aggregate building efficiency improvements.

Actions to be completed before 2012

- (i) Establish an investment fund of at least \$50 million in public and private capital to provide easy access to low-cost financing to residents and businesses for energy performance improvements.
- (ii) Require energy performance ratings for all homes so that owners, tenants and prospective buyers can make informed decisions.
- (iii) Require energy performance benchmarking for all commercial and multi-family buildings.
- (iv) Provide resources and incentives to residents and businesses on carbon-reduction actions in existing buildings, including energy efficiency, renewable energy, choice of materials and building re-use.

- (v) Work with partner organizations to promote improved operation and maintenance practices in all commercial buildings.
- (vi) Establish a City business tax credit for installing solar panels and ecoroofs together.

2030 OBJECTIVE 2.

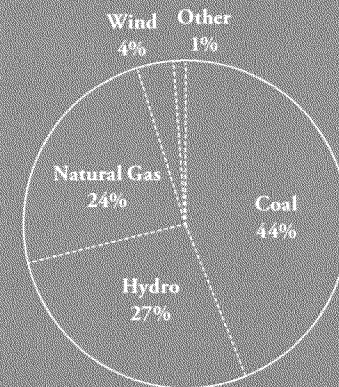
Achieve zero net greenhouse gas emissions in all new buildings and homes.

The optimal time to begin addressing building efficiency is in the initial building design stage. Buildings that have been designed and built with performance as a primary goal are capable of significantly outperforming similar, previously built buildings that have been retrofitted for efficiency. Because total emissions from buildings must be reduced by much more than can be accomplished with retrofits alone, it is critical that buildings built after 2030 generate more energy from clean sources than they consume, resulting in a net emissions reduction.

Actions to be completed before 2012

- (i) Participate actively in the process to revise the Oregon building code to codify the performance targets of Architecture 2030.
- (ii) Adopt incentives for high performance new construction projects that consider life-cycle carbon emissions impacts.
- (iii) Accelerate existing efforts to provide green building design assistance, education and technical resources to residents, developers, designers and builders.

FIGURE 9
2008 SOURCES OF ELECTRICITY FOR
UTILITIES SUPPLYING CUSTOMERS IN
MULTNOMAH COUNTY



Oregon Department of Energy for overall resource mix of each utility; Bureau of Planning and Sustainability for weighted average mix based on electricity supplied by Portland General Electric and Pacific Power to customers in Multnomah County

Coal plays a significant role in providing electricity to the Northwest. Year-to-year variability in hydropower supplies changes the mix, but coal and natural gas typically supply over half of all power to the Northwest, despite the extensive hydropower system. In Multnomah County, the power mix is even more dependent on coal, since Pacific Power, which provides about one-fourth of all electricity used in the county, relies on coal for about 70 percent of its energy.

Financing Energy Efficiency

Over time, energy efficiency improvements in buildings generally save more money than they cost. These improvements have not been widely adopted, however, in part due to the “sticker shock” people experience when considering extensive efficiency improvements. An energy investment fund helps remove this barrier by providing up-front financing through programs such as Clean Energy Works Portland (see page 31). Homeowners and businesses pay back the investment over an extended period of time, with monthly energy savings matching or exceeding the monthly finance payments.

Architecture 2030

Architecture 2030 is a non-profit organization that seeks to transform the buildings sector from a major contributor of carbon emissions to a central part of the solution to climate change. The Architecture 2030 performance targets specify that new buildings built after 2010 use no more than 50 percent of the fossil fuel used, on average, by similar types of buildings. This target decreases by 10 percent every five years, such that buildings built after 2030 will consume no fossil fuels to operate.

2030 OBJECTIVE 3.

Produce 10 percent of the total energy used within Multnomah County from on-site renewable sources and clean district energy systems.

Current projections anticipate that the population of Multnomah County will increase by more than 30 percent by 2030, with a corresponding increase in demand for energy. State law requires that by 2025, 25 percent of all electricity sold in Oregon be generated from clean renewable sources. Some of these sources will take the form of utility-scale wind farms or solar facilities located far from population centers. District- and neighborhood-scale energy systems, as well as on-site renewables and distributed generation sources, also provide opportunities for efficiency gains by reducing transmission losses.

Actions to be completed before 2012

- (i) Make the investment fund referenced in Objective 1 (page 34) available to finance distributed generation and district energy systems.
- (ii) Establish at least one new district heating and cooling system.
- (iii) Facilitate the installation of at least ten megawatts of on-site renewable energy, such as solar energy.
- (iv) Collaborate to reduce the role of carbon – including from coal and natural gas sources – in Portland’s electricity mix.

2030 OBJECTIVE 4.

Ensure that new buildings and major remodels can adapt to the changing climate.

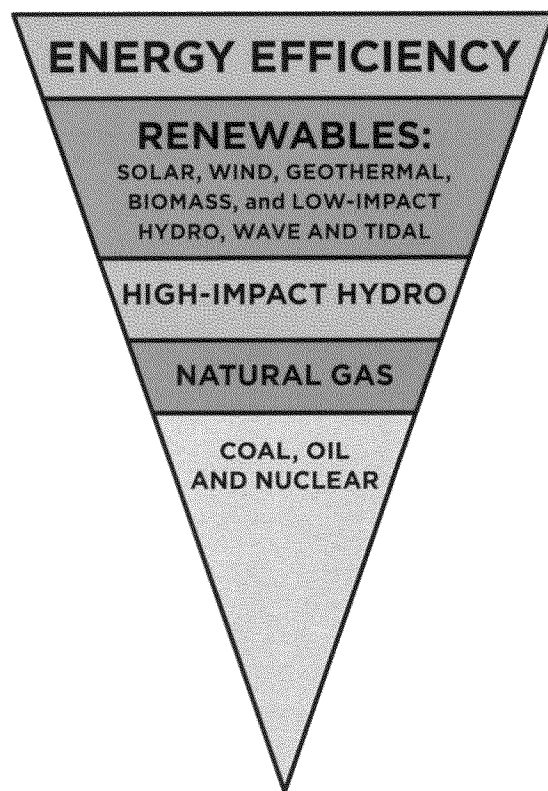
A building constructed today will likely be in place for a century or more, and the climate will change considerably over the building’s life. Buildings need to anticipate and be able to adapt to physical changes — higher temperatures, for example, and more severe rainstorms — as well as economic changes, like higher energy prices. Strategies to prepare for these changes include fundamental design elements, like the orientation of the building to allow for cross-breezes and minimize west-facing window area; structural changes, like stronger roofs to withstand windstorms; and specific technologies, like whole-house fans to enable low-cost cooling.¹⁴

Actions to be completed before 2012

- (i) Participate actively in state of Oregon code-development processes to ensure that building codes support buildings that can adapt to higher temperatures, stronger storms, and other physical impacts of climate change.

¹⁴ Wilson, Alex and Andrea Ward. “Design for Adaptation: Living in a Climate-Changing World,” Environmental Building News, September 1, 2009.

ENERGY HIERARCHY

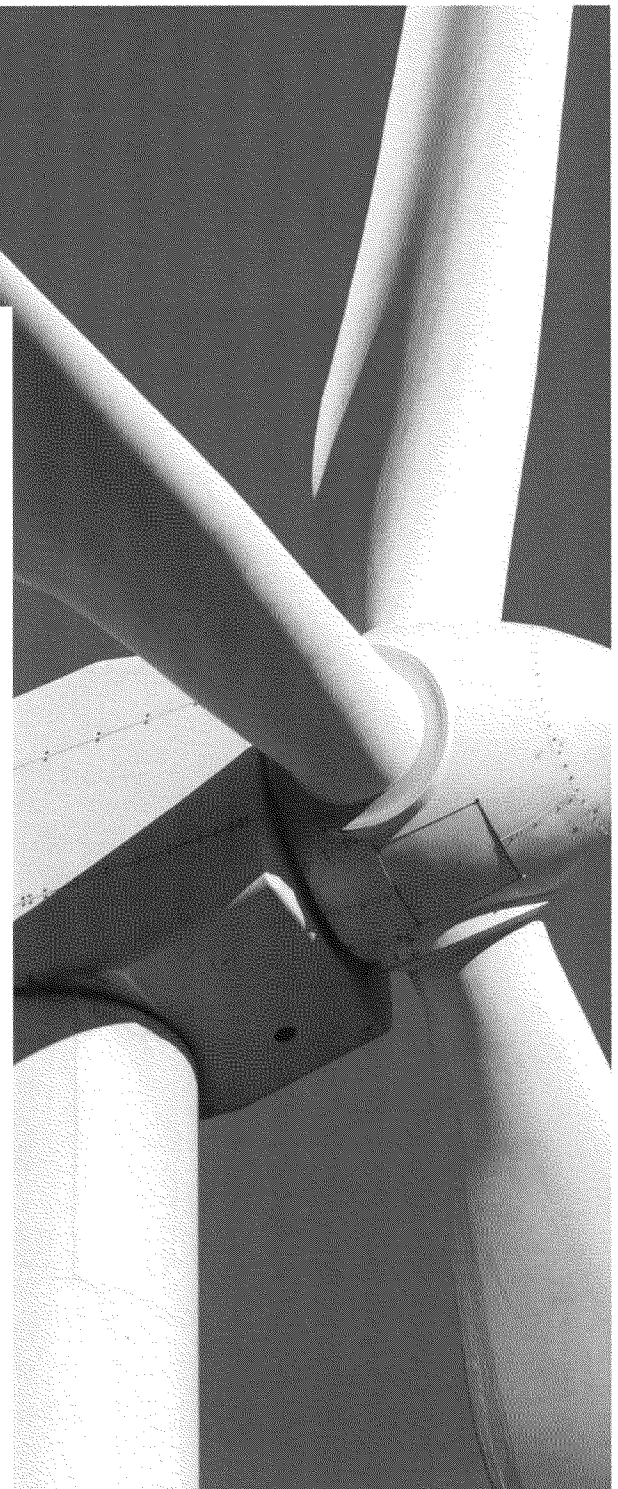


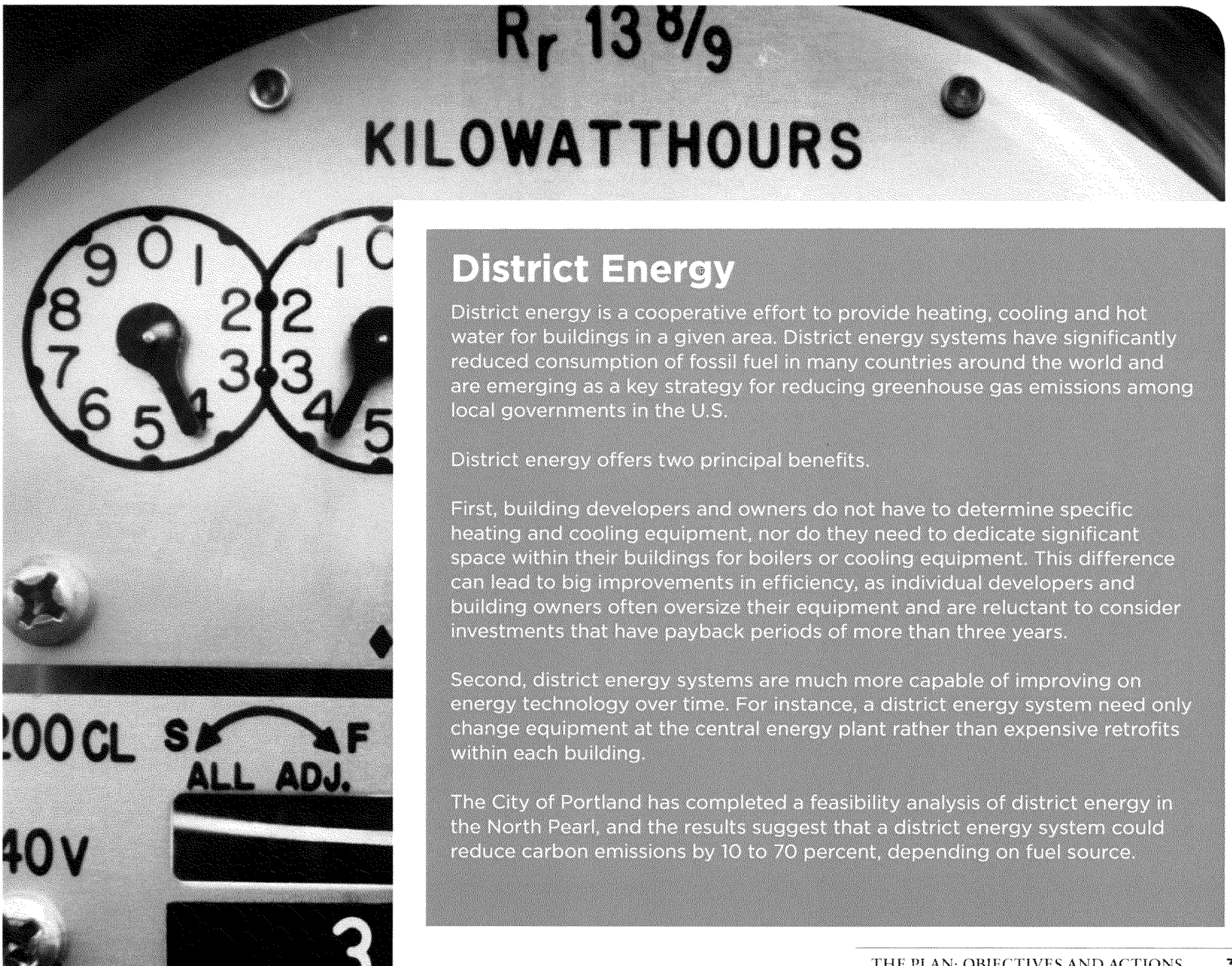
Energy is essential to nearly every element of our everyday lives, from the heat that warms a morning shower, to the diesel in a bus engine, to the calorie content of a midnight snack. Almost all energy ultimately derives from the sun, either directly, such as in solar photovoltaics, or indirectly, such as in fossil fuel, which is made of fossilized plants that grew millions of years ago.

Some things we think of as energy — electricity, for example, or hydrogen — are, in fact, carriers of energy, which move energy from one place to another. Energy carriers can be extraordinarily useful in allowing energy to move rapidly and conveniently from one place to another, but changing energy from one form to another also requires energy, reducing the overall efficiency. When natural gas is used to generate electricity, for example, the most efficient new power plants convert about 60 percent of the original energy content of the natural gas to electricity.

As technologies to carry and store energy improve — through better batteries, for example, or thermal strategies (think of the air conditioning potential of a giant popsicle) — the potential to rely increasingly on renewable energy sources also improves.

The decisions we make about our sources of energy have enormous economic and environmental implications. Energy sources vary widely in availability, cost, convenience and environmental impacts. In prioritizing among energy sources, Portland and Multnomah County are guided by the hierarchy to the left.





District Energy

District energy is a cooperative effort to provide heating, cooling and hot water for buildings in a given area. District energy systems have significantly reduced consumption of fossil fuel in many countries around the world and are emerging as a key strategy for reducing greenhouse gas emissions among local governments in the U.S.

District energy offers two principal benefits.

First, building developers and owners do not have to determine specific heating and cooling equipment, nor do they need to dedicate significant space within their buildings for boilers or cooling equipment. This difference can lead to big improvements in efficiency, as individual developers and building owners often oversize their equipment and are reluctant to consider investments that have payback periods of more than three years.

Second, district energy systems are much more capable of improving on energy technology over time. For instance, a district energy system need only change equipment at the central energy plant rather than expensive retrofits within each building.

The City of Portland has completed a feasibility analysis of district energy in the North Pearl, and the results suggest that a district energy system could reduce carbon emissions by 10 to 70 percent, depending on fuel source.

URBAN FORM AND MOBILITY

Portland and Multnomah County have achieved considerable success in limiting emissions growth from transportation. Urban form and mobility policies have resulted in almost no increase in emissions from transportation since 1990.

- TriMet ridership has doubled since 1990, with increases every year. The regional light-rail system continues to expand; it now connects Portland to Clackamas Town Center, coinciding with the new rail loop through downtown Portland along the transit mall.
- Portland has a higher percentage of bicycle commuters than any other major U.S. city with a bicycle commute rate that is eight times the national average. The number of riders crossing bridges into downtown Portland has increased by double-digit percentages in each of the past four years.
- The Portland Streetcar now connects the new South Waterfront neighborhood with the central city, and ridership on the streetcar line continues to grow faster than anticipated.
- Each new person moving into the Portland metro area uses one-fourth the amount of living space that is used by each new person moving into the Washington, D.C. metro area.¹⁵

- Portland adopted a renewable fuel standard requiring that all diesel sold in the city include at least five percent biodiesel and all gasoline 10 percent ethanol.
- The Portland region leads the nation in the number of hybrid cars purchased per household.¹⁶

Reducing vehicle miles traveled by increasing active forms of transportation — walking, bicycling and taking transit — produces significant community health and economic benefits as well. Portland-area residents and businesses reap a “green dividend” of more than \$1 billion annually in reduced transportation costs as a result of driving less than residents of other American cities.¹⁷ Similarly, evidence is increasingly emerging of the health benefits of reducing vehicle miles traveled, both in terms of improved air quality and increased levels of physical activity.¹⁸

Nevertheless, transportation of goods and people accounts for 40 percent of Multnomah County carbon emissions. Land use planning and transportation funding decisions greatly influence transportation-related emissions. Similarly, commercial transportation is strongly influenced by the location and availability of inter-modal options. For that reason, transportation

¹⁶ www.hybridcars.com, Dashboard — June 2009.

¹⁷ Cortright, Joe. “Portland’s Green Dividend.” CEOs for Cities, July 2007.

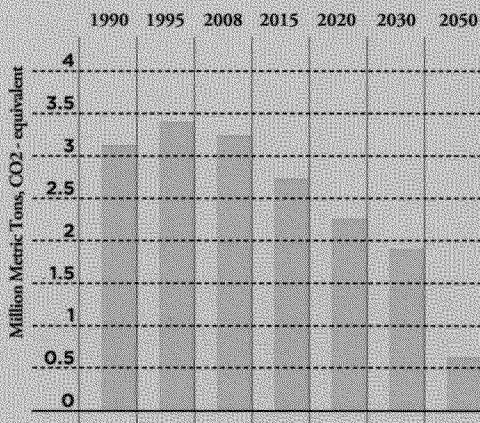
¹⁸ Health Impact Assessment on Policies Reducing Vehicle Miles Traveled in Oregon Metropolitan Areas, Upstream Public Health, 2009.

¹⁵ LandSat Research by Jeffrey Masek and Francis Lindsay, University of Maryland, 2000.



Two interim goals for reducing transportation related carbon emissions are established through this plan—a 10 percent reduction by 2015 and a 25 percent reduction by 2020.

FIGURE 10
TRANSPORTATION-RELATED CARBON
EMISSIONS REDUCTION GOALS



emissions reduction depends critically on coordinated land use policies and the development of infrastructure for low-carbon modes of transportation.

Along with infrastructure, individuals will make daily choices to walk, bicycle, take transit or carpool whenever these options are practical. Planning, infrastructure and technology are essential, but they are not enough.

This plan takes a three-pronged approach to reducing transportation emissions: Objectives five and six seek to reduce the number of miles that people and goods must travel using vehicles, Objective seven seeks to improve the efficient movement of freight, and Objectives eight and nine seek to reduce the amount of emissions that are emitted when vehicles are used.

2030 OBJECTIVE 5.

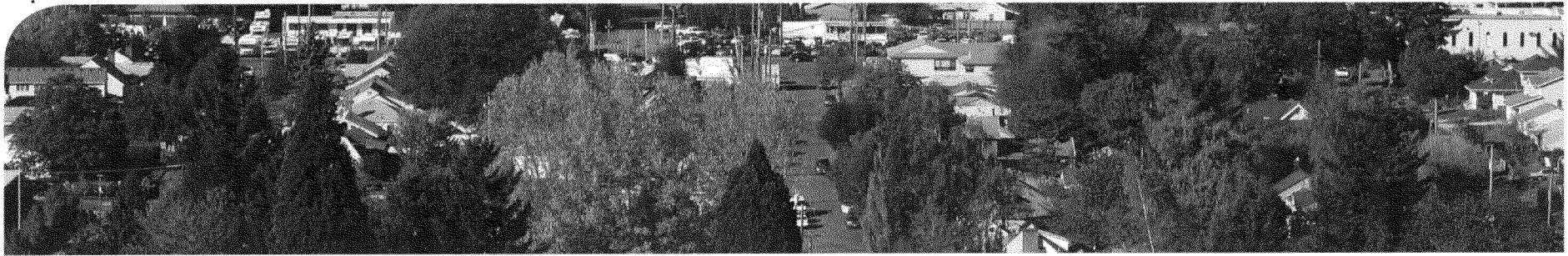
Create vibrant neighborhoods where 90 percent of Portland residents and 80 percent of Multnomah County residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit.

Despite thoughtful land-use planning and quality transportation options, residents of Multnomah County are more dependent on automobiles than are the residents of more compact cities on the East Coast and in much of the rest of the world. A critical and basic step to reduce automobile dependence is to ensure that residents live in

“20-minute neighborhoods,” meaning that they can comfortably fulfill their daily needs within a 20-minute walk from home.

Actions to be completed before 2012

- (i) The City and County both recognize the critical role of the Urban Growth Boundary in guiding the region’s growth while meeting economic, environmental and social needs.
 - a. *The City will advocate for accommodating all population and business growth within the existing Urban Growth Boundary, with the possible exception of industrial needs.*
 - b. *The County will advocate for accommodating substantially all population and business growth within the existing Urban Growth Boundary.*
- (ii) In the Metro Urban/Rural Reserves program, the City will advocate for adopting the low end of Urban Reserve Designations to reflect the trends in demographics, climate change, energy supply and infrastructure costs.
- (iii) Make 20-minute complete neighborhoods a core component of the Portland Plan.
- (iv) For each type of urban neighborhood, identify the land use planning changes and infrastructure investments, including public-private partnerships, that are needed to achieve a highly walkable and bikeable neighborhood and develop an implementation action plan.



Vibrant, active neighborhoods are the foundation of a sustainable city. Neighborhoods are one of the clearest physical intersections of people, commerce and nature, bringing together the built and natural environment and strongly shaping the experience and impact of residents and businesses. They also provide one of the keenest senses of belonging, shared experiences, community connections and equal stake—or lack thereof.

In Portland, residents have shown strong interest in cultivating “20-minute complete neighborhoods”—places where residents can safely walk a relatively short distance from home to most of the destinations and services they use every day. Fundamentally, the 20-minute neighborhood concept is another way to talk about or describe walkable, bikable environments and vibrant, human-scale neighborhoods—in essence, complete neighborhood communities.

The 20-minute complete neighborhood concept map (opposite page) represents the range of accessibility by walking in different parts of the city. The data underlying the map take into account the following factors that typically affect a person’s choice to walk from home to a desired destination¹⁹:

¹⁹ The selection of destination types to include in the analysis is based on discussions with the public and by research conducted by experts walkable neighborhoods. See “Operational Definitions of Walkable Neighborhood: Theoretical and Empirical Insights.” *Journal of Physical Activity and Health* 2006, 3, Suppl 1, S99-S117, by Anne Vernez Moudon, et. al.

DESTINATIONS

Research suggests that people would most likely walk to the following destinations from home.

- **Grocery stores**
- **Neighborhood-oriented commercial**
 - *Restaurants, neighborhood eateries*
 - *Pubs*
 - *Drug stores*
 - *Convenient stores/ corner stores*
 - *Laundromats*
- **Transit stops**
- **Parks (access points)**
- **Schools**

DISTANCE

Proximity to destinations, not as the crow flies, but by actual street network.

- **¼-mile, ½-mile, 1-mile gradient to...**
 - *grocery stores*
 - *neighborhood-oriented commercial*
 - *parks access points*
 - *elementary schools*

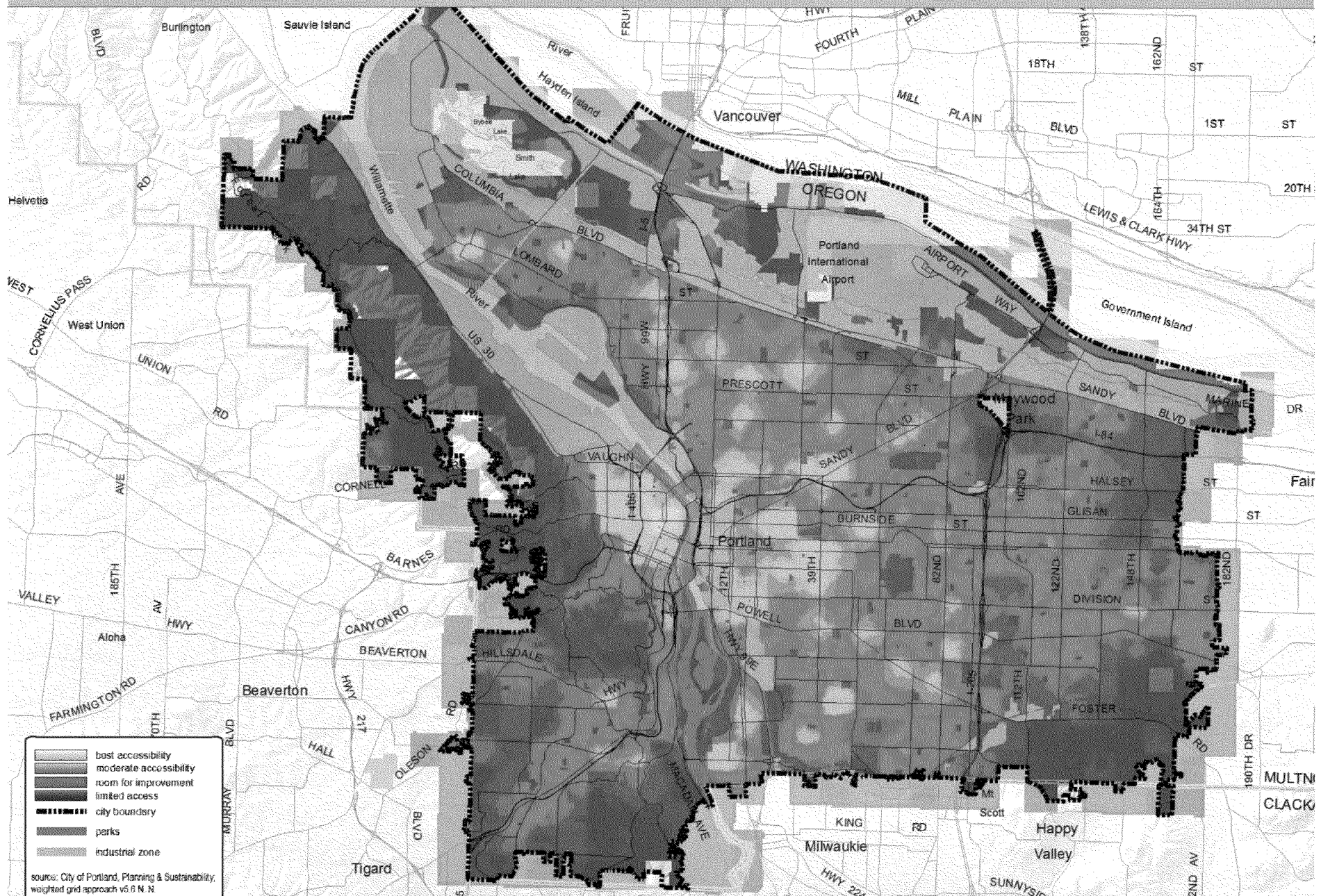
WALK QUALITY

The characteristics of the physical walking environment, pedestrian-oriented network.

- **Sidewalks (presence or absence of)**
- **Intersection density (a proxy for connectivity or block length)**
- **Slope (greater than 20% were considered less likely to attract walking on a day-to-day basis)**

Taking these elements together, the resulting map allows for general comparison and contrast of “walkability” in different parts of the city. It is based on the proximity of destinations, the clusters of destinations, and the quality of the physical environment. The map shows the “hot spot” areas that tend to have more integrated qualities that would qualify it as a “20-minute neighborhood” and which parts of the city are less so. The 20-minute neighborhood concept map can help spur exploration of creative solutions that suit the different qualities of different parts of the city. Approaches to change should meet the needs of these areas on their own terms, while generally supporting more short distance travel by walking, bicycling, or transit.

20-MINUTE COMPLETE NEIGHBORHOOD CONCEPT

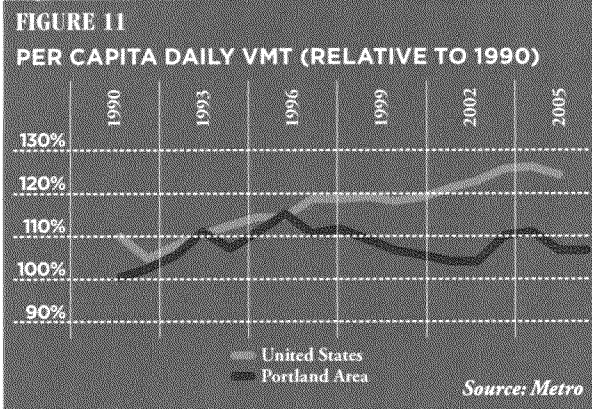


0 0.5 1 2 Miles



September 10, 2009 **City of Portland | Bureau of Planning and Sustainability | Geographic Information System**

The information on the map was derived from digital data-bases on the City of Portland, Bureau of Planning and Sustainability GIS. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.



- (v) Require evaluations of major planning scenarios, Comprehensive Plan and Transportation System Plan decisions to include estimates of carbon emissions. Partner with Metro and regional jurisdictions to develop modeling tools for evaluating emissions impacts of land-use and transportation decisions and monitoring carbon emissions.
- (vi) Develop a more balanced funding mechanism and adopt a schedule for public investments to make neighborhoods highly walkable and bikeable, including sidewalks and improved access to transit for reaching destinations beyond a reasonable walking or biking distance.
- (vii) Partner with federal agencies, including Housing and Urban Development, the Environmental Protection Agency, and the Department of Transportation, on efforts like the joint Interagency Partnership for Sustainable Communities to apply new federal priorities around sustainable development in Portland and Multnomah County.
- (viii) Seek funding to accelerate remediation of brownfields in the city and county to accommodate growth within the current Urban Growth Boundary.
- (ix) Work with Metro and other local governments to make reducing carbon emissions and

adapting to climate change impacts a funding criteria for the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation.

- (x) Coordinate decisions about future Streetcar investments with Portland Plan land use decisions.
- (xi) Facilitate the aggregation of smaller land parcels which, when aggregated, provide opportunities for industrial development.

2030 OBJECTIVE 6.

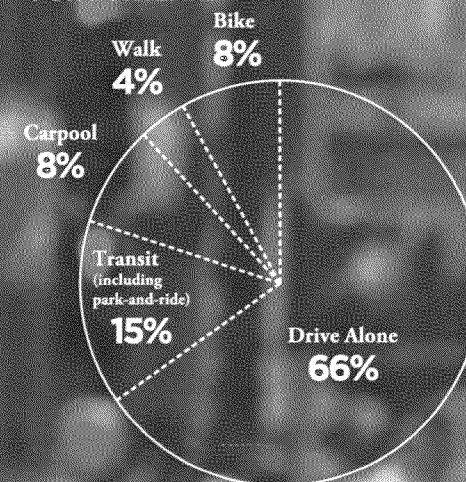
Reduce per capita daily vehicle-miles traveled (VMT) by 30 percent from 2008 levels.

As of 2005, the per capita daily passenger vehicle-miles traveled (VMT) in the Portland region are about eight percent above 1990 levels. (Figure 11). To be on target for the 2050 goals, per capita daily passenger VMT must decline by about 30 percent from today's by 2030. This reduction must occur in addition to vehicle fuel efficiency improvements and the development of cleaner fuels. Reducing per capita VMT while maintaining the mobility of, and access to services for, Portland and Multnomah County residents will require significant growth in walking, bicycling and transit (Figures 12 and 13).

The current Transportation System Plan projects that drive-alone trips will decrease from 62 percent in 1994 to 57 percent in 2020 (Figure 14). To achieve the 2030 objective, VMT reductions will need to accelerate dramatically from the current trajectory. The benefits of this shift will do more than protect the climate because the average Portland household spends about 20 percent of household income on transportation, reductions in VMT can significantly increase disposable income.²⁰

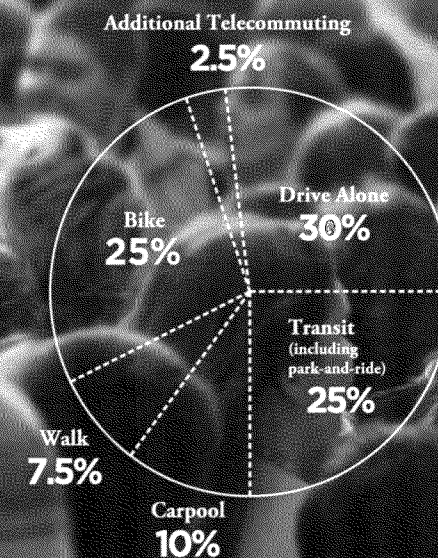
20 See, for example, "The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice." Center for Transit Oriented Development and Center for Neighborhood Technology, January 2006.

FIGURE 12
CURRENT COMMUTE MODE SHARE FOR PORTLAND



Source: City of Portland Auditor, *Service Efforts and Accomplishments: 2007-08*

FIGURE 13
2030 TARGET COMMUTE MODE SHARE FOR PORTLAND



VMT

Vehicle-miles traveled (VMT) measures the total amount of miles driven in a given area. It is an indicator of how reliant people and businesses are on motor vehicles to meet their mobility needs. Although some residents drive more and some residents drive less than the average, all residents will need to optimize the efficiency of their driving trips and reduce their total amount of driving in order to achieve the necessary VMT reductions.



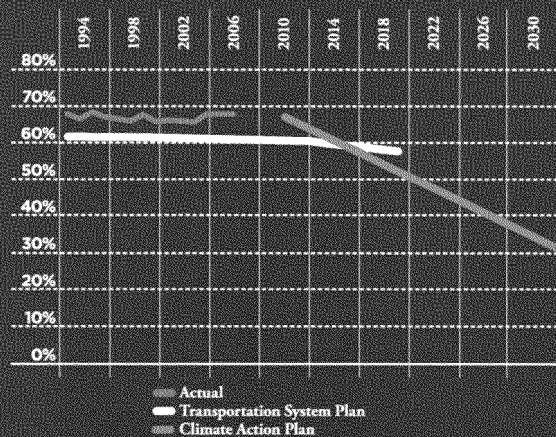
Actions to be completed before 2012

- (i) Establish a sustainable funding source adequate to maintain the existing transportation system and to invest in transportation capital projects and programs that reduce carbon emissions.
- (ii) Account for greenhouse gas emissions from investments in and the performance of the transportation system.
 - a. Establish a method for projecting the life cycle carbon footprint of transportation investments, including embodied energy, operations (VMT and flow) and maintenance.
 - b. Develop a reporting mechanism for tracking transportation carbon emissions. The report will include key performance measures and will document progress toward emission reduction goals. Key measures include commute mode share, VMT by vehicle type, traffic flow on major arterials and highways, fuel efficiency of vehicles and total carbon emissions from the transportation system.
- (iii) Support investments to provide high-performance broadband connectivity to every business and residence to enable widespread e-commerce, telecommuting and improved emergency response.
- (iv) Work with regional partners including the Oregon Department of Transportation,

Metro, local cities and counties, and TriMet to reduce VMT through strategic investments and policies.

- a. Work with metro-area, state, regional, and federal agencies to develop a strategy for high-speed rail from Eugene to Vancouver, B.C.
- b. Participate in developing least cost planning methodologies to achieve mobility greenhouse gas emission reduction goals.
- c. Work with Metro and the Oregon Department of Transportation to support investments and policies that help the region meet the carbon emission, VMT-reduction and mode-share goals.
- d. Work with TriMet and Metro to revise the system service plan to reflect the mode-share goals of this plan and to develop an investment strategy that includes infrastructure to support connectivity and safe routes to transit.
- e. Partner with Metro to implement the Household Activity Survey in 2010 and beyond.
- (v) Update the Transportation System Plan 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 and access projects, policies and programs

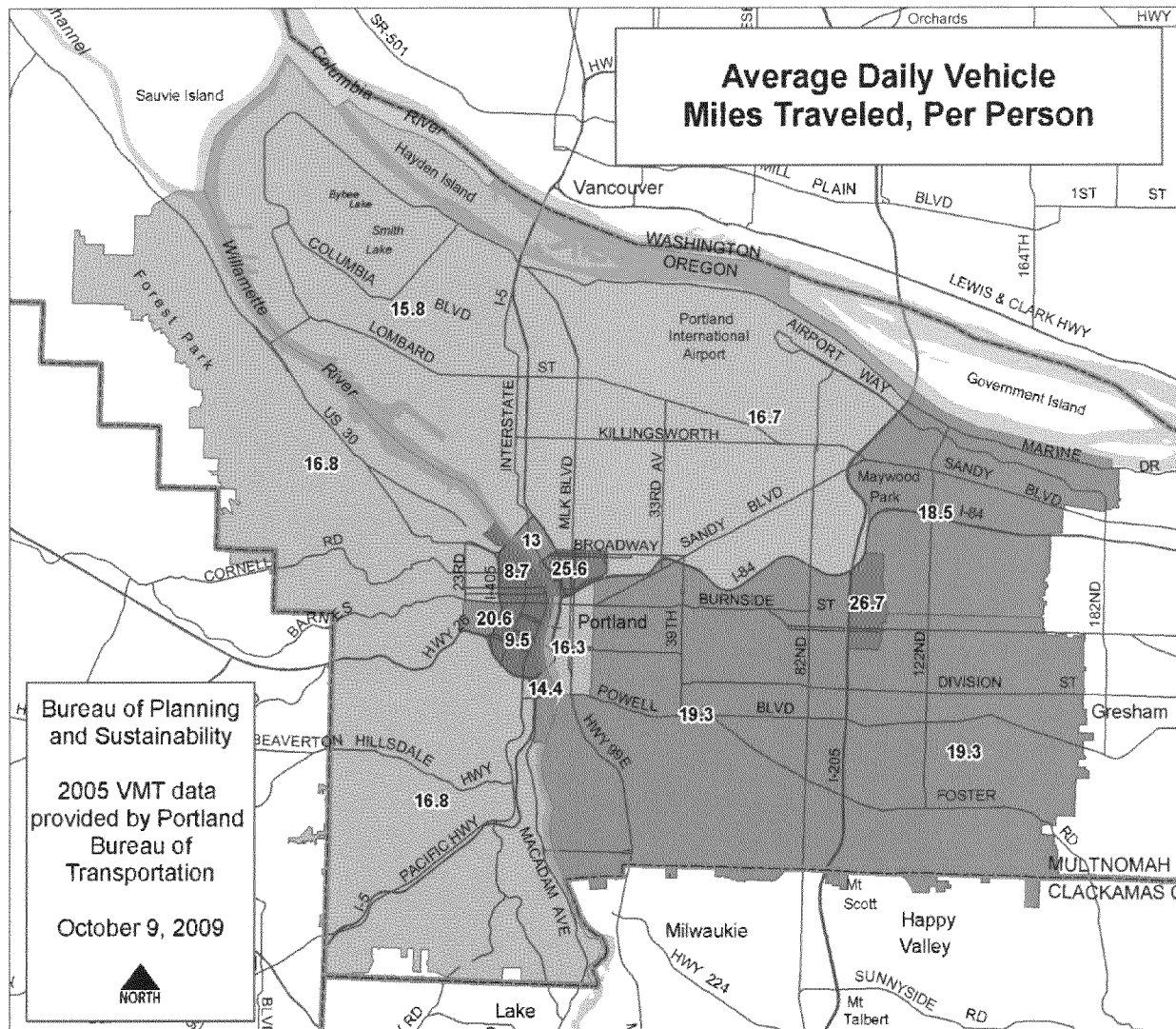
FIGURE 14
DRIVE ALONE COMMUTE MODE SHARE
IN PORTLAND: ACTUAL CENSUS,
TSP 2020 TARGETS, AND
CLIMATE STRATEGY GOALS



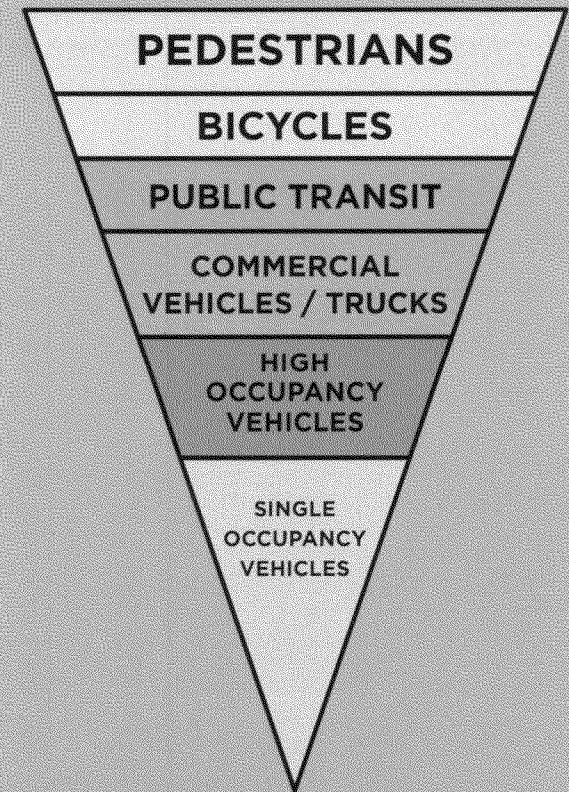
Portland Bureau of Transportation

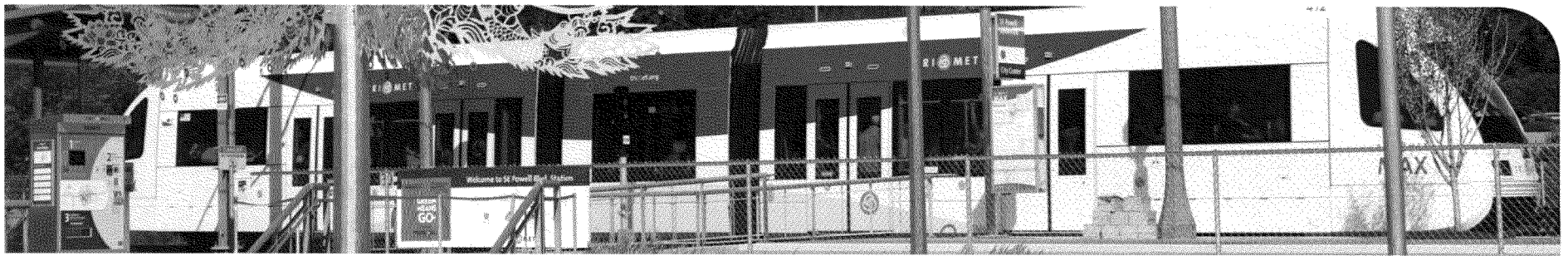
Vehicle Miles Traveled

The vehicle-miles traveled numbers shown in the map below reflect a weighted average of different auto trip purposes (commute, shopping, business related, etc.) to or from a district divided by the number of residents and workers in the district. This measure was calculated using a transportation model developed by the Portland Bureau of Transportation.



TRANSPORTATION HIERARCHY





that will achieve emission reduction goals while also balancing safety, maintenance and freight movement. Efforts already underway include:

- a. Build the Eastside Streetcar (3.3 miles of track) 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 Green Line to Milwaukee and participate in a regional lighttrail system plan.
- g. Construct two miles of sidewalks on arterials (SE 122nd Avenue, NE/SE 82nd Avenue, and SW Barbur Boulevard).
- h. Incorporate improved bicycle and pedestrian infrastructure in the redesign of the Sellwood Bridge.
- i. Require a minimum amount of long-term bicycle parking spaces for multi-dwelling development in areas other than the dwelling unit.

- (vii) Help establish at least two new transportation management associations and two new parking management districts.

2030 OBJECTIVE 7.

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

Many of the policies to reduce vehicle miles traveled described above will benefit freight movement, relieving congestion and improving traffic flow for all vehicles. The benefits to commercial vehicles are particularly promising, since vehicles tend to be larger and require more fuel to accelerate and idle, increasing the benefits from improved traffic flow. In addition to reducing fuel use, improved efficiency in the movement of diesel-powered vehicles also creates opportunities to reduce emissions of soot, which contributes to the greenhouse effect.

Central to the efficiency of the freight system is the location of industrial areas and the integration with the regional transportation system. The Portland area is a major freight hub, with strong shipping, rail, barge and highway interconnections. Minimizing emissions from freight movement requires protecting these facilities and continuing to connect them to the transportation system.

Actions to be completed before 2012

- (i) Protect existing intermodal freight facilities and support centrally located and regionally significant industrial areas that may provide

for future intermodal facilities and provide for efficient local deliveries.

- (ii) Work with the Portland Freight Committee and other regional partners to develop a plan for reducing greenhouse gas emissions related to freight movement within and through the Portland region.
- (iii) Facilitate the aggregation of smaller land parcels which, when combined, provide opportunities for industrial development.

2030 OBJECTIVE 8.

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

With the 2009 announcement of proposed uniform federal standards for both vehicle fuel efficiency and greenhouse gas standards, the pace of fleet-wide fuel-efficiency improvements in new vehicles appears likely to accelerate. Current federal standards require that the average fuel economy of new vehicles must be 35 miles per gallon by 2020; if implemented successfully, the new federal standards would achieve the same performance by 2016. It is essential to continue to improve fuel efficiency across all vehicle classes and with predictable improvements to reduce uncertainty in markets for emerging technologies; it is equally important for consumers to choose the most efficient vehicle that meets their needs.

Actions to be completed before 2012

- (i) Support progressive strengthening of federal fuel efficiency standards.

- (ii) Work with Oregon Department of Transportation to identify and fund the system and demand management projects that have the greatest potential to reduce emissions related to congestion, idling, and system performance.
- (iii) Work with Oregon Department of Transportation and Metro to implement a congestion-pricing pilot program that prioritizes movement of freight and non-single-occupancy vehicles.

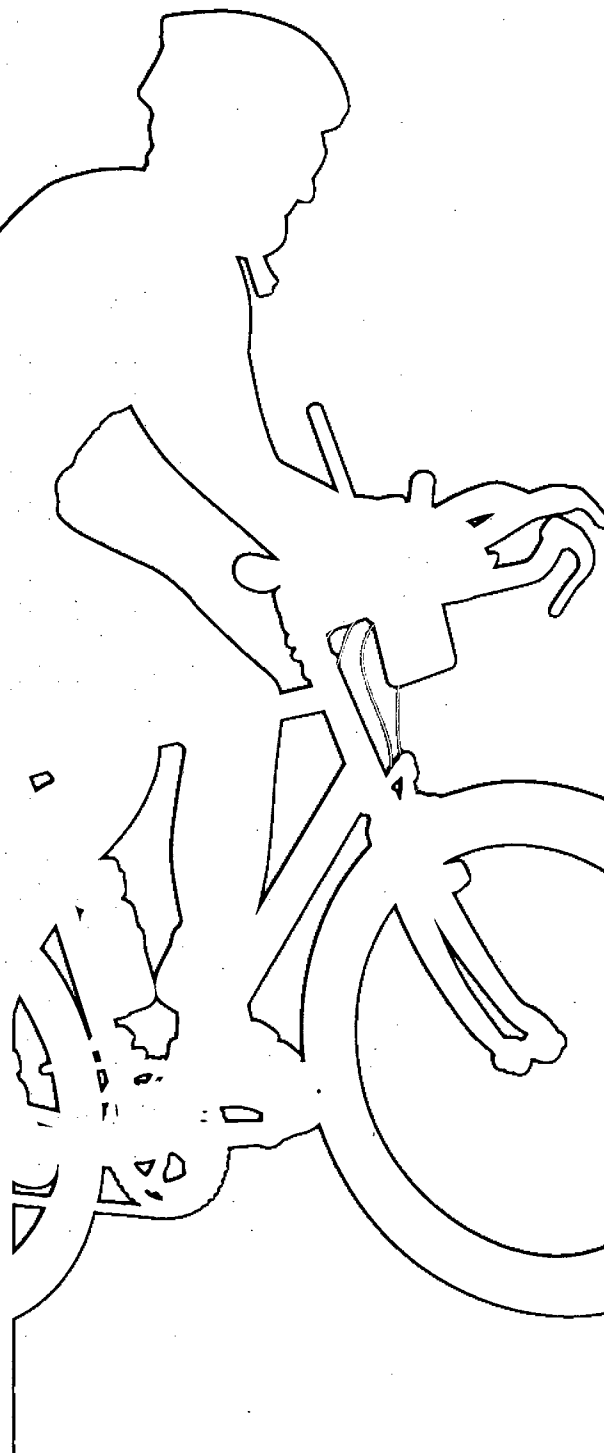
2030 OBJECTIVE 9.

Reduce the lifecycle green-house gas emissions of transportation fuels by 20 percent.

Portland's 2007 requirement that all fuel sold in the city contain minimum amounts of biofuels has already been a success. Biofuels have become widely accepted in Portland and Multnomah County, and manufacturers are beginning to design engines to accept higher blends of biofuels. Additional fuel-related emissions reductions will be possible as a new generation of more sustainable alternative transportation fuels (e.g., cellulosic ethanol and electricity) becomes commercially available. In 2009, the state of Oregon enabled the establishment of a statewide low-carbon fuel standard that will take into account lifecycle greenhouse gas emissions. By 2020, the standard will require a 10 percent reduction in greenhouse gas emissions from transportation fuels from 2010 levels.

Actions to be completed before 2012

- (i) Accelerate the transition to plug-in hybrids and electric vehicles by supporting the installation of a network of electric car charging stations.
- (ii) Implement the second phase of the City's renewable fuels standard to require that diesel fuel sold in Portland include at least 10 percent biodiesel, half of which must be made from sources that can be produced in Oregon.



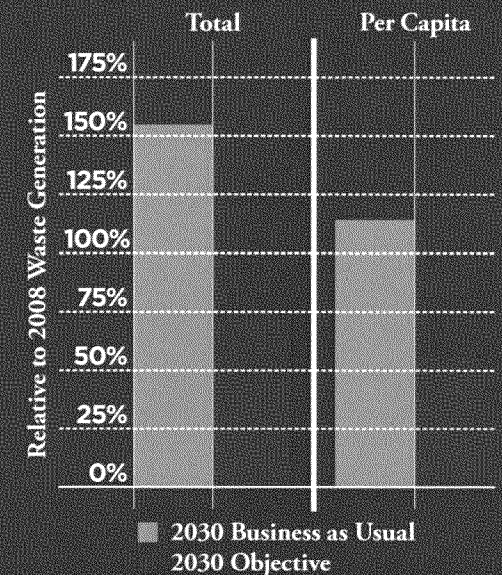
CONSUMPTION AND SOLID WASTE

Decisions about what goods to consume and how to dispose of them heavily influence Portland and Multnomah County's carbon emissions. Recent data from the Environmental Protection Agency indicates that almost 30 percent of carbon emissions can be attributed to the lifecycle of goods other than food (see Figure 5 on page 22). These emissions occur at multiple stages of a product's life cycle, from extraction and processing of raw materials to manufacture, distribution, storage and disposal.

Similar goods may differ dramatically in their lifecycle emissions. On one end of the spectrum are goods manufactured using energy-intensive processes, packaged with excessive materials, transported long distances and ultimately discarded after a short usable life. On the other end of the spectrum are goods manufactured using minimal energy and packaging, transported short distances and used for a long time because they are highly durable. By choosing products on the low-emission end of this spectrum, and reusing and recycling them appropriately, residents and businesses can substantially reduce emissions.

Objective ten focuses on fostering better consumption choices; Objectives eleven and twelve address recycling and garbage collection.

FIGURE 15
2030 WASTE GENERATION



City of Portland Bureau of Planning and Sustainability

3

2030 OBJECTIVE 10.

Reduce total solid waste generated by 25 percent.

Portland's recycling rate is among the highest in the U.S., reaching 64 percent in 2007, almost twice the national average of 33 percent. Total solid waste generated, however, refers to both the amount of materials sent to landfills and the amount of materials recovered (i.e., recycled, composted, converted to energy or otherwise put to a use other than the original intended purpose). At the current growth rate for solid waste generation, the Portland area in 2030 will generate over one and a half times the amount of waste it generates today (Figure 16). Given expected population growth, a 25 percent reduction in total waste from current levels means that, on a per capita basis, residents and businesses must generate about half the waste in 2030 that they do today.

The Portland Recycles Plan, adopted by Portland City Council in 2007, establishes an objective of reducing per capita waste generation to 2005 levels by 2015. This objective is consistent with the statewide goal of limiting per capita waste generation to 2005 levels and limiting total waste generation to 2009 levels.

Actions to be completed before 2012

- (i) Work with partner organizations to encourage businesses and residents to purchase durable, repairable and reusable goods; to reduce the amount of materials that go to waste, including food; and to reduce con-

sumption of carbon-intensive consumer goods and services.

- (ii) Develop a measurement and evaluation mechanism to track waste prevented through preservation, re-use and thoughtful consumption.

2030 OBJECTIVE 11.

Recover 90 percent of all waste generated.

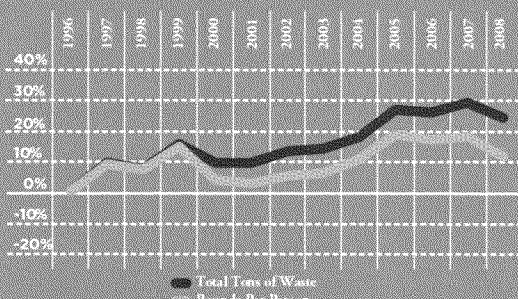
As noted above, in 2007, 64 percent of all waste generated in Portland was diverted from landfill disposal. Given available technology, only nine percent of the total amount of waste generated cannot readily be recycled. This means more than 90 percent can be recovered. Portland has established a city-wide objective of recovering 75 percent of all waste by 2015. In 2008 it adopted a detailed plan to help businesses comply with that requirement.

Actions to be completed before 2012

- (i) Complete the implementation of mandatory commercial food waste collection in Portland and begin collection of residential food waste.
- (ii) Assist 1,000 businesses per year to improve compliance with Portland's requirement of paper, metal and glass recycling.
- (iii) Together with Metro and Department of Environmental Quality, create and periodically update a regional waste management hierarchy that reflects energy and greenhouse gas emissions as key factors in prioritizing such technologies as commercial composting,



FIGURE 16
WASTE GENERATION IN MULTNOMAH COUNTY (RELATIVE TO 1990)



City of Portland Bureau of Planning and Sustainability

FIGURE 17
PERCENT OF METHANE RECAPTURED AT LANDFILLS SERVING MULTNOMAH COUNTY



Oregon Department of Environmental Quality

digestors, plasmification and waste-to-energy systems.

- (iv) Regulate solid waste collection for unincorporated Multnomah County.
- (v) Provide technical assistance to contractors and construction firms to meet Portland's new requirement to recycle 75 percent of construction and demolition debris, giving priority to salvage and reuse activities.
- (vi) Institute post-collection sorting for municipal solid waste, particularly for waste coming from sectors like multifamily housing that are typically underperforming on recycling.
- (vii) Participate actively in the process to develop state and federal product stewardship legislation.
- (viii) Explore mandatory residential recycling.
- (ix) Clearly label trash cans and other garbage receptacles as "landfill".
- (x) Establish public place recycling in Central Portland.

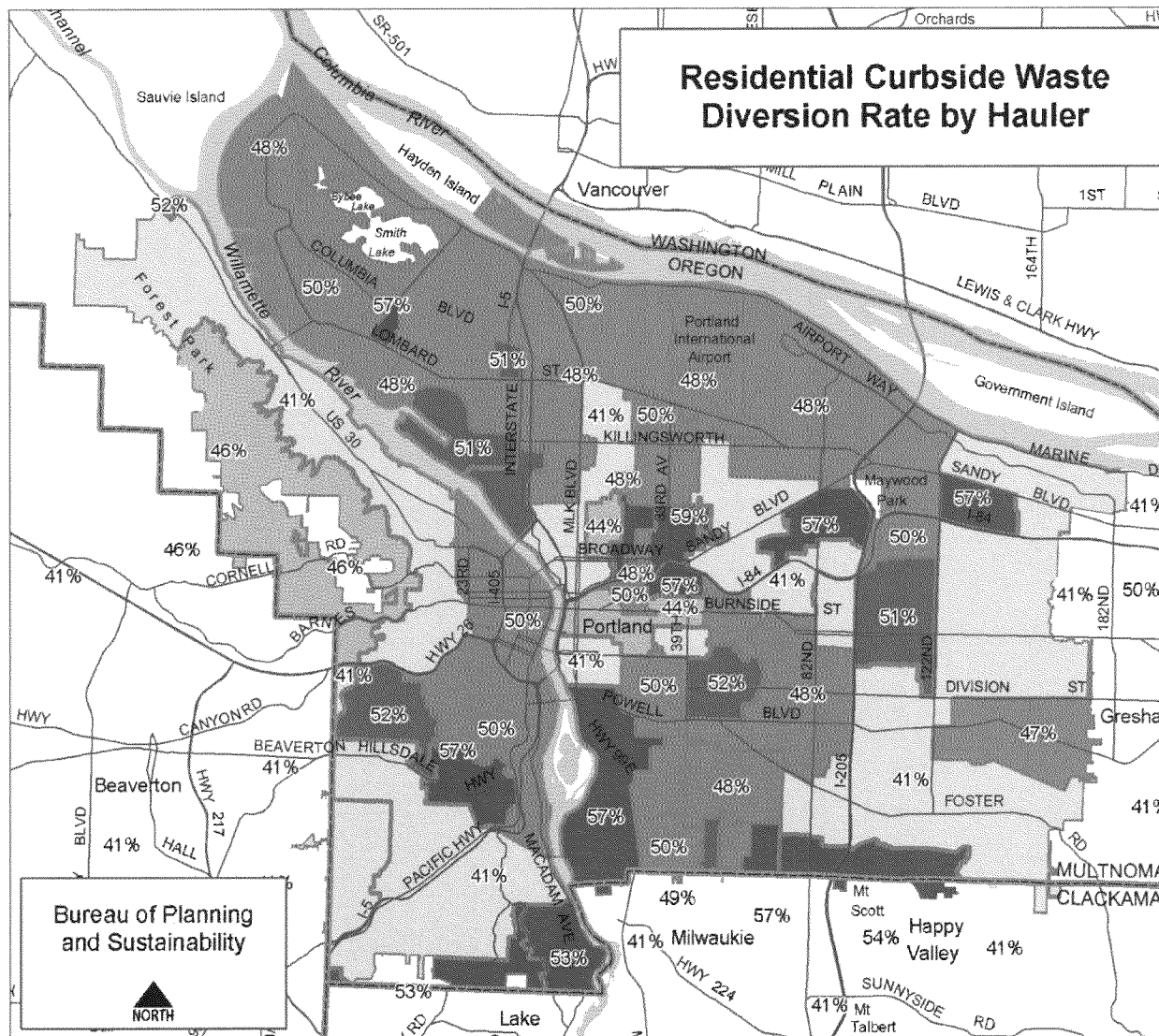
2030 OBJECTIVE 12.

Reduce the greenhouse gas impacts of the waste collection system by 40 percent.

As of 2007, haulers in Portland are required to use at least 20 percent biodiesel in trucks used to collect waste in Portland. Waste collection-related carbon emissions can be further reduced by reducing the miles driven by garbage and recycling trucks and by utilizing even cleaner transportation fuels and emission-control technologies.

Actions to be completed before 2012

- (i) Provide weekly curbside collection of food waste, other compostable materials and recycling. Shift standard residential garbage collection to every other week.
- (ii) Complete the installation of particulate filters on pre-2007 waste collection vehicles to reduce particulate emissions. Older trucks that are not good candidates for retrofit should be phased out of operation.
- (iii) Evaluate actions under the Portland Recycles! Plan and consider additional regulatory options to improve the efficiency of commercial collection service.



Residential Recycling in Portland

Garbage and recycling haulers in Portland serve geographic areas that do not correspond to neighborhood boundaries, and in some cases haulers serve multiple areas that are not contiguous. The percentages for each area on the map reflect the residential curbside recycling rate for the entire service territory of each hauler.

In addition, the residential diversion rates on this map are calculated based only on materials set out at curbside and do not take into account material diverted from the landfill by recycling through the bottle bill, independent recyclers or other means. Thus, the diversion rates shown on this map are lower than the actual residential diversion rate calculated for the city.



URBAN FORESTRY AND NATURAL SYSTEMS

Trees offer a wide array of benefits: improving watershed health, habitat and air quality, providing recreation, refreshment and revitalization, enhancing the aesthetics of neighborhoods and increasing property values. Trees are just one example of the important role natural systems play in addressing climate change — by sequestering carbon dioxide, by reducing building energy use through cooling and shading in summer and lessening heat loss in winter.

Without strong safeguards, population growth in Multnomah County will cause the amount of impervious surfaces to increase, displacing vegetation and habitat. To maximize the benefits of the natural systems and protect against losses, efforts should focus on retaining the existing canopy, planting large-species trees where appropriate and keeping trees healthy.

2030 OBJECTIVE 13.

Expand the urban forest canopy to cover one-third of Portland, and at least 50 percent of total stream and river length in the city meet urban water temperature goals as an indicator of watershed health.

Currently, the Portland urban forest covers 26 percent of Portland and removes 88,000 metric tons of carbon dioxide from the atmosphere per year, equal to about one percent of all local carbon emissions. Should the urban forest's capacity to sequester carbon dioxide be compromised, Portland will have to reduce emissions beyond the 80 percent goal to compensate.

Resilient watersheds are a key response to a changing climate, and water temperature is a primary indicator of watershed health. This plan seeks to reduce urban stream temperatures so that at least 50 percent of the total stream and river length in the city has a 7-day average daily maximum less than 64 degrees F in the tributaries and 68 degrees F for the Willamette. The City of Portland's "Grey

to Green" initiative is an example of the kinds of programs and actions that must be implemented to achieve this objective.

Actions to be completed before 2012

- (i) Expand public and private programs to encourage planting, preserving and maintaining trees and shrubs, controlling invasive species, and reducing and cooling impervious areas, including removing regulatory obstacles and exploring incentives.
- (ii) Acquire, restore and protect natural resources to promote functional watersheds and forest ecosystems, reduce the urban heat island effect, improve air and water quality, connect habitats, and contribute to regional health, biodiversity, and resiliency.
- (iii) Develop and implement an outreach campaign to provide educational resources to residents about the benefits of trees, watershed health, and green infrastructure.
- (iv) Recognize trees, shrubs, vegetation and natural landscapes as assets of the City and County infrastructure. Advocate for similar recognition by state and federal agencies. Explore the feasibility of managing street trees and other public trees as capital assets.
- (v) Clarify codes and policies to maximize the preservation of the largest, longest-living trees, and ensure expansion of the urban forest over time. Encourage tree species and age diversity and increase canopy in tree-deficient areas.
- (vi) Evaluate both green and traditional grey alternatives for public infrastructure projects. Develop final designs that support the restoration, enhancement, and protection of Portland's urban forest and watershed health.



FOOD AND AGRICULTURE

More than 10 percent of total U.S. carbon emissions result from the food system. This figure may approach 30 percent when food importation and agriculture-related deforestation and soil degradation are included.²¹ The total carbon footprint of the food system may be larger than passenger transportation.

Residents of Multnomah County can reduce the impact of food choices on climate change — and improve personal, environmental and economic health — by choosing locally produced and “low-carbon” foods. By choosing to eat locally, residents bolster the local economy, help preserve the agricultural land base and can reduce emissions from transporting food. To do so, residents must have increased access to locally produced food, the skills to grow their own food, and the knowledge to make healthy consumption choices. Objective 15 addresses these needs, while Objective 14 seeks to reduce food-related emissions by focusing on the consumption of carbon-intensive foods like red meat or products transported long distances by air.

2030 OBJECTIVE 14.

Reduce consumption of carbon-intensive foods.

From a carbon perspective, not all food is created equal. As shown in Figure 18, consumption of red meat (beef and pork), for example, results in more than twice the

carbon emissions, on a per-calorie basis, of dairy products, almost three times that of chicken, fish, eggs, fruits and vegetables, and almost eight times the emissions of cereals and carbohydrates. Red meat production is significantly more carbon intensive than other foods because: (a) the digestive process of cattle produces large amounts of methane gas and (b) over 30 calories of inputs are often needed to produce one calorie of beef.²² If the average household were to shift the calories of one day's meat and dairy consumption per week to grains and vegetables, the resulting carbon emissions reductions would be equivalent to driving approximately 10 percent less per year.²³

Actions to be completed before 2012

- (i) Include food choice as a component of the public engagement campaign (Objective 16) that inspires the community to live a climate-friendly lifestyle.
- (ii) Create City and County partnerships with healthcare, schools and other organizations to promote healthy, low-carbon diets.

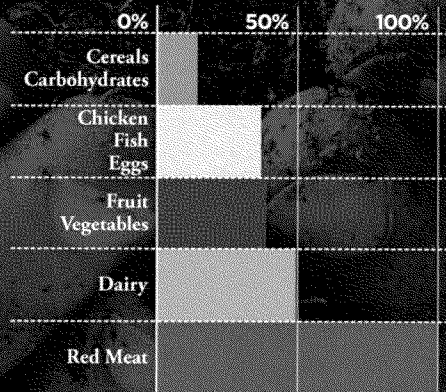
²² See, for example, Horrigan, Leo, Robert Lawrence and Polly Walker. “How Sustainable Agriculture Can Address the Environmental and Human Health Harms of Industrial Agriculture.” *Environmental Health Perspectives*, May, 2002, p. 448.

²³ Weber, Christopher L. and H. Scott Matthews. “Food-Miles and the Relative Climate Impacts of Food Choices in the United States.” *Environmental Science and Technology*, April 16, 2008, p. 3513.

²¹ European Commission. 2006. *Environmental Impact of Products: Analysis of the Life Cycle Environmental Impacts Related to the Final Consumption of the EU-25*. Technical Report EUR 22284 EN. Spain: European Commission, Joint Research Centre, Institute of Prospective Technological Studies.



FIGURE 18
RELATIVE CARBON EMISSIONS PER CALORIE



Weber, Christopher L. and Matthews, H. Scott.
"Food-Miles and the Relative Climate Impacts of
Food Choices in the United States."
Environmental Science and Technology, April 16, 2008.

2030 OBJECTIVE 15.

Significantly increase the consumption of local food.

A county-wide urban food and agriculture initiative promotes a long-term vision of a city and county that can grow a significant portion of its food. A community-based, local food system can reshape the community's relationship to food and provide substantial environmental, economic, social and health benefits. A public-private initiative can significantly increase the amount of home-grown food and reduce the carbon intensity of the food chain.

Actions to be completed before 2012

- (i) Integrate sustainable food system issues, and where practical, quantitative goals and metrics, into planning processes, including the City's Portland Plan and the Multnomah Food Initiative.
- (ii) Identify and implement City and County strategies to encourage local food production and distribution, including providing incentives and removing regulatory obstacles.
- (iii) Develop policy and provide programmatic resources to significantly increase the percentage of home-grown and locally sourced food, including the support of farmers markets and community supported agriculture; the use of public and private land and rooftops for growing food; promoting fruit and nut trees as options for the 33,000 yard trees

to be planted as part of the Grey to Green initiative; and develop or facilitate 1,000 new community garden plots.

- (iv) Provide educational opportunities for residents to gain skills in organic gardening, fruit production, animal husbandry, food preservation and cooking, and affordable, healthy eating.
- (v) Multnomah County to work to reestablish funding to the Oregon State University Extension Service.
- (vi) Establish quantitative metrics for consumption of regionally sourced food.

COMMUNITY ENGAGEMENT

Multnomah County residents and businesses are an essential part of the solution to the climate crisis. Over one-third of all carbon emissions result directly from household energy use and personal vehicles, while non-industrial businesses account for another third. Many businesses, civic organizations, government leaders and citizens have shown a commitment to addressing climate change while maintaining high quality of life and a thriving economy. For example, the increase in green energy purchases, shown in Figure 19, is one indicator of such a commitment. To foster and build on this commitment, the City and County will support community-wide public engagement campaigns to educate, inspire and offer some of the most cost-effective, healthy and easy solutions. The campaign will seek to engage diverse partners and sectors of the community; create a shared community vision, goals and progress indicators of a low-carbon future; connect individuals and organizations to education, tools and resources; and celebrate positive changes and successes. A fully engaged community is the key to success in dealing with climate change.

2030 OBJECTIVE 16.

Motivate all Multnomah County residents and businesses to change their behavior in ways that reduce carbon emissions.

A successful community engagement campaign must tie together existing efforts, develop new initiatives and forge a partnership between government and the community. Reaching this objective requires cooperation among governments, neighborhoods, schools, non-profit organi-

zations, faith communities, businesses, civic organizations and individual community members.

Actions to be completed before 2012

- (i) In partnership with businesses, universities, schools, non-profit organizations, community groups, public agencies, and existing efforts, develop a community-wide public engagement campaign to promote carbon emission reductions.
- (ii) Establish a business leadership council to catalyze the business community to create a prosperous low-carbon economy.
- (iii) Establish and publicize climate action metrics by neighborhood, including measures such as household energy use, vehicle miles traveled, walkability and bicycle commute rates.
- (iv) Partner with the Portland Sustainability Institute to bring together academia, businesses and government to foster policy development, best practices and collaboration to address climate change.
- (v) Expand opportunities for residents and business, especially in historically underserved areas, to learn how to track and manage energy use, improve efficiency and adapt to a changing climate.
- (vi) Seek funding to support neighborhood and community groups in the implementation of carbon-reduction projects and programs.

FIGURE 19
VOLUNTARY GREEN ELECTRICITY
PURCHASES (PERCENT OF TOTAL
ELECTRICITY PURCHASES)



Pacific Power, Portland General Electric

6

HERE ARE SOME ACTIONS INDIVIDUALS CAN TAKE RIGHT NOW

Between heating, cooling and powering our homes, and driving, Portland residents are responsible for about 50 percent of all local carbon emissions — and that's without counting the contribution of all the things we buy. At a national level, the production and distribution of goods amounts to another 38 percent of carbon emissions.

TAKE ACTION TODAY!

Most of these actions can be done in less than 20 minutes, for less than \$20. Why wait?

NEXT STEPS...

With just a little set up time, you can get your household on the right track.

START PLANNING FOR CHANGE.

Some changes take time and planning. Start thinking about these goals now.

GETTING STARTED

Calculate your carbon footprint.

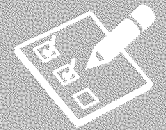
Quick: www.footprintnetwork.org

Thorough: www.epa.gov/climatechange/emissions/ind_calculator.html



Create a "carbon budget" for your household: identify areas where you can cut back.

Make a plan to reduce your carbon emissions by 5 percent every year.



BUILDINGS & ENERGY

Save energy and costs:

Replace incandescent light bulbs with efficient compact fluorescent light bulbs (CFL).
www.18seconds.org

Plug your microwave, stereo, chargers, television and computer equipment into power strips that can be shut off when not in use.

Turn down your thermostat three degrees (or 66°F daytime and 55°F night time). If you have air conditioning, turn up your air conditioner three degrees.



Set up a free home energy review with Energy Trust of Oregon:
866-968-7878
www.energytrust.org

Get a free water conservation kit from the Portland Water Bureau: 503-823-7439
www.portlandonline.com/water/conservationkits

Buy clean energy from your utilities:
PGE: 503-228-6322
www.portlandgeneral.com
Pacific Power: 1-800-869-3717
www.pacificpower.net
NW Natural: 1-800-422-4012
www.nwnatural.com

Fully insulate your home and seal ducts.

Replace your furnace and home appliances with ENERGY STAR models that qualify for Oregon tax credits: www.oregon.gov/ENERGY

When planning a home renovation project, call the Green Building Hotline for expert advice.
503-823-5431
www.buildgreen411.com

Install solar water heating or a solar electric system on your home: 1-877-546-8769
www.solarnoworegon.org

MOBILITY

Maintain your car: properly inflate tires and keep it tuned up for efficient driving.

Shift daily trips to walking, bicycling, transit and carpooling to reduce driving.
www.portlandonline.com/transportation



Buy the most fuel-efficient vehicle that meets your needs. If your household has more than one car, try to eliminate a car and borrow or share a second vehicle when you need one.

CONSUMPTION & SOLID WASTE

Recycle right: recycle all paper, metal and glass, as well as yogurt tubs and other plastics accepted at curbside: 503-823-7202
www.portlandonline.com/bps/carts

Paper or plastic? No thanks!
Take reusable bags with you every time you go shopping.



Compost food scraps in your backyard:
www.oregonmetro.gov

Shop Local: visit neighborhood shops and keep your dollars in Portland:
www.portlandisbettertogether.com

Be a smart consumer:

- Make a list.
- Cross off any items that can be rented, purchased used or borrowed instead.
- Buy long-lasting, durable goods.



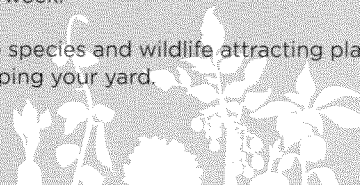
FOOD, AGRICULTURE & URBAN FORESTRY

Visit a local farmers market to purchase fresh, local produce:

www.portlandfarmersmarket.org

Reduce the number of times you eat beef and pork each week.

Use native species and wildlife attracting plants in landscaping your yard.



Plant a vegetable garden or more trees:

Portland Parks and Recreation, Community Gardens:
503-823-1612
www.portlandonline.com/parks

Friends of Trees: 503-282-8846
www.friendsoftrees.org

CLIMATE CHANGE PREPARATION

Climate change impacts are already evident, both globally and in Oregon. More impacts are inevitable. In Oregon, rainstorms and snowstorms could increase in severity, but less snow would build up in the mountains; coast towns could experience more flooding, causing increased damage to roads, buildings, bridges, and water and sewer systems; crops and livestock could face warmer temperatures, less water for drinking and irrigation, and drier soils; and heat waves could increase, causing a rise in heat-related illnesses and deaths.

Preparing for climate change must be understood broadly and as an integral component of Portland and Multnomah County's Climate Action Plan. Buildings, for example, must be designed to accommodate a changing climate — comfortable in higher temperatures, for example, and resilient to stronger storms and other physical impacts of climate change — while also highly energy efficient. The public health field must simultaneously help prevent climate change — for example, by encouraging walking—and prepare for it, by anticipating changing disease patterns and more intense heat waves, among many other changes. Natural systems have an equally integral role. Protecting wetlands, for example, both sequesters carbon emissions and prepares Portland to handle the expected increase in severe rainstorms.

The City and County must accelerate efforts to protect and improve watershed health, strengthen the linkages between public health and climate change, and comprehensively evaluate the respond to

the community's vulnerabilities to climate change. These considerations add to the complexity of preparing for the diverse challenges and opportunities in the decades ahead—population growth, shifting demographics and changes in the regional and global economy. The breadth of these challenges underscores the need to plan for adaptable and resilient systems that help the City and County achieve their long-range goals of environmental and community health, economic development, equity, affordability and neighborhood livability.

2030 Objective 17.

Adapt successfully to a changing climate.

Climate change is already affecting Portland and Multnomah County. To adapt, the region must understand and prepare for change. This work has already begun. In 2002, for example, the Portland Water Bureau analyzed potential impacts of climate change on supply and demand for potable water. At a regional level, the Oregon Climate Change Research Institute and University of Washington Climate Impacts Group are leaders in advanced scientific research on likely climate change impacts.





Green Infrastructure

Green infrastructure uses natural processes, systems or features to provide traditional infrastructure services. There are two primary types of green infrastructure:

- Natural networks of streams, rivers, and open spaces that naturally manage stormwater, provide habitat, improve air and water quality, reduce flooding risk, and provide areas for human recreation and respite; and
- Engineered facilities, such as green street treatments or eco-roofs, which use natural processes in an infrastructure setting.

A comprehensive review should be undertaken to better understand the likely impacts of climate change. Because of the long lead time necessary for some of the adaptive actions that may be required, it is key that this review and resulting recommendations take place soon, and include:

- *Impact areas such as infrastructure, energy, economy, transportation, water, food, stormwater management, social and health services, public safety, environment and biodiversity, population migrations and emergency preparedness.*
- *Planning arenas that the City or County manages or for which they set policy.*
- *Co-benefits of preparation efforts.*

Actions to be completed before 2012

- (i) Prepare an assessment of climate-related vulnerabilities, strengths and resiliency of local food, water and energy supplies, infrastructure, transportation and freight movement, floodplains, watershed health, public health, public safety, social services and emergency preparedness.
- (ii) Develop a climate change preparation plan that analyzes and prioritizes preparation actions to manage risks and increase overall flexibility and resiliency, assigns responsibility to appropriate bureaus or departments and ensures that disproportionate impacts on vulnerable populations are addressed.

- (iii) Monitor implementation of climate change preparation actions and emerging data on risks. If necessary, revise adaptation plans more frequently than the three-year revision cycle for the overall plan.
- (iv) Protect and restore wetlands, floodplains, wildlife habitat and corridors to strengthen the capacity of natural systems to respond to more severe weather events, streamflow changes, and flooding.
- (v) Collaborate with Metro and state agencies to update and ensure continued accuracy of land hazard mapping and inventories, including landslide hazards, floodplains and areas subject to wildfire risk.
- (vi) Integrate climate adaptation and natural hazard mitigation strategies into major planning efforts and consider the potential for substantial numbers of “climate refugees” in contemplating future growth scenarios.
- (vii) When planning public infrastructure investments and service delivery strategies, consider the physical, social, environmental, economic, and regulatory impacts of mitigating and adapting to climate change. This may necessitate developing and using forecasts and models that account for potential climate changes and evaluating investment alternatives based on triple bottom line and climate change impacts over the lifespan of the infrastructure.

LOCAL GOVERNMENT OPERATIONS

Carbon emissions from Portland and Multnomah County operations account for about one percent of total local emissions. This presents a modest opportunity to reduce emissions directly and an essential obligation to lead by example. Just as the City and County must provide enabling policies, technical assistance, education, incentives and other support to help the community achieve the objectives of this Climate Action Plan, the City and County must also lead the way in their own operations.


2030 OBJECTIVE 18.

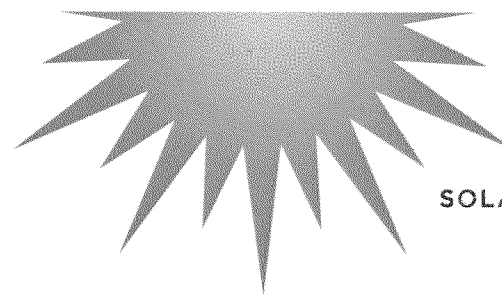
18. Reduce carbon emissions from City and County operations 50 percent from 1990 levels.

The City and County own and operate hundreds of buildings, thousands of streetlights and traffic signals and several large-scale industrial plants. As public entities, the City and County can invest in capital projects with relatively long payback periods and, like all businesses, need to examine every facet of operations for emission-reduction opportunities.

Actions to be completed before 2012

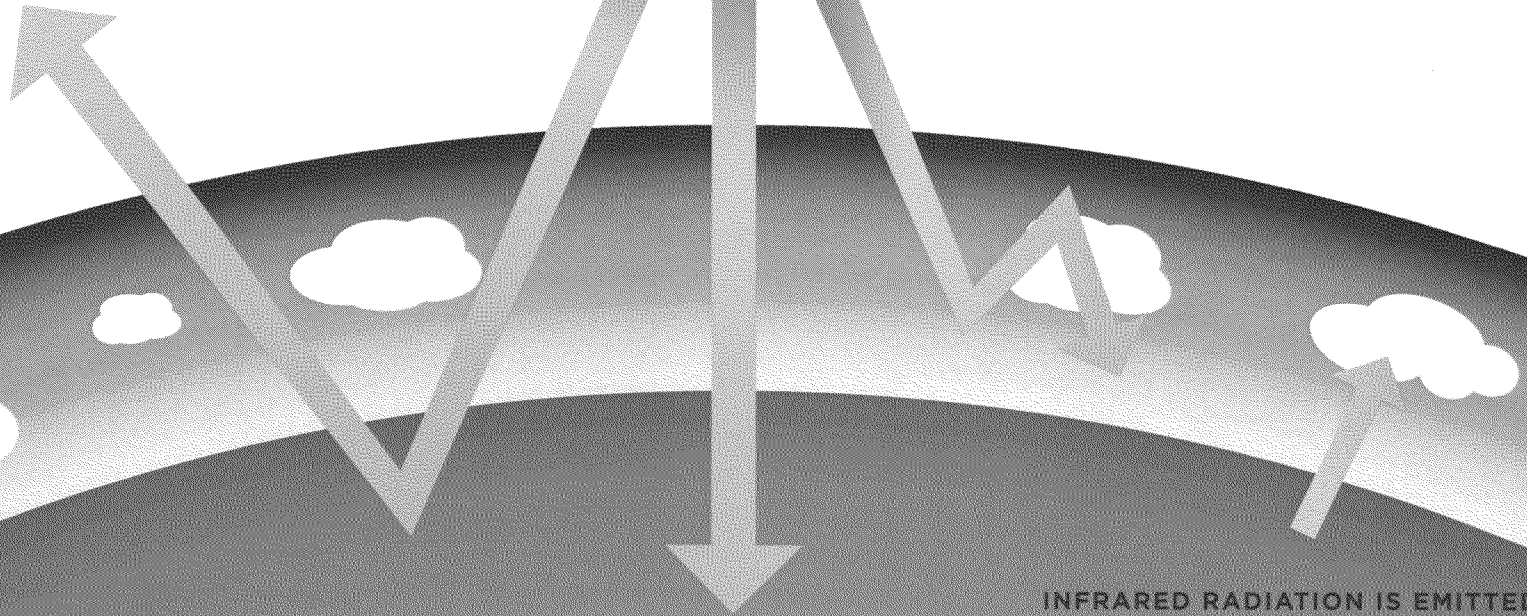
- (i) Identify funding sources to finance energy-efficiency upgrades in City and County facilities.
- (ii) Require that all new City and County buildings achieve Architecture 2030 performance targets.
- (iii) Convert street lighting, water pumps, water treatment and other energy intensive operations to more efficient technologies.
- (iv) Adopt and implement green building policies that include third-party certification of energy, water and waste conservation strategies.
- (v) Purchase or generate 100 percent of all electricity required for City operations from renewable sources, with at least 15 percent from on-site or district renewable energy sources such as solar and biogas.
- (vi) Require that local government fleets, regulated fleets (e.g., taxis and waste/recycling haulers), and the fleets of local government contractors meet minimum fleet fuel efficiency standards and use low-carbon fuels.
- (vii) Buy electric and plug-in hybrid vehicles for City and County fleets as they become commercially available.
- (viii) Stop the growth of waste generation and recover 75 percent of all waste generated in City and County operations.
- (ix) As standardized carbon emissions data becomes publicly available, consider carbon emissions from the production, transportation, use and disposal of goods, including food, as a criterion in City and County purchasing decisions. Where practical, include the sustainable practices of prospective vendors, contractors and service providers as evaluation criteria.
- (x) Establish video and/or web conferencing capability in all major City and County facilities.
- (xi) Establish interbureau and interdepartmental teams to implement the Climate Action Plan and report on progress.





SOLAR RADIATION POWERS THE CLIMATE SYSTEM.

SOME SOLAR RADIATION IS REFLECTED BY
THE EARTH AND THE ATMOSPHERE.



INFRARED RADIATION IS EMITTED
FROM THE EARTH'S SURFACE.

ABOUT HALF THE SOLAR RADIATION IS ABSORBED BY THE EARTH'S SURFACE AND WARMS IT.

THE GREENHOUSE EFFECT

Some of the infrared radiation passes through the atmosphere and is absorbed by the Earth's surface, and much is absorbed by greenhouse gas molecules and clouds. The effect of this is to warm the Earth's surface and the lower atmosphere, creating the climate system that has allowed life to exist on Earth.

APPENDIX 1

CLIMATE CHANGE OVERVIEW

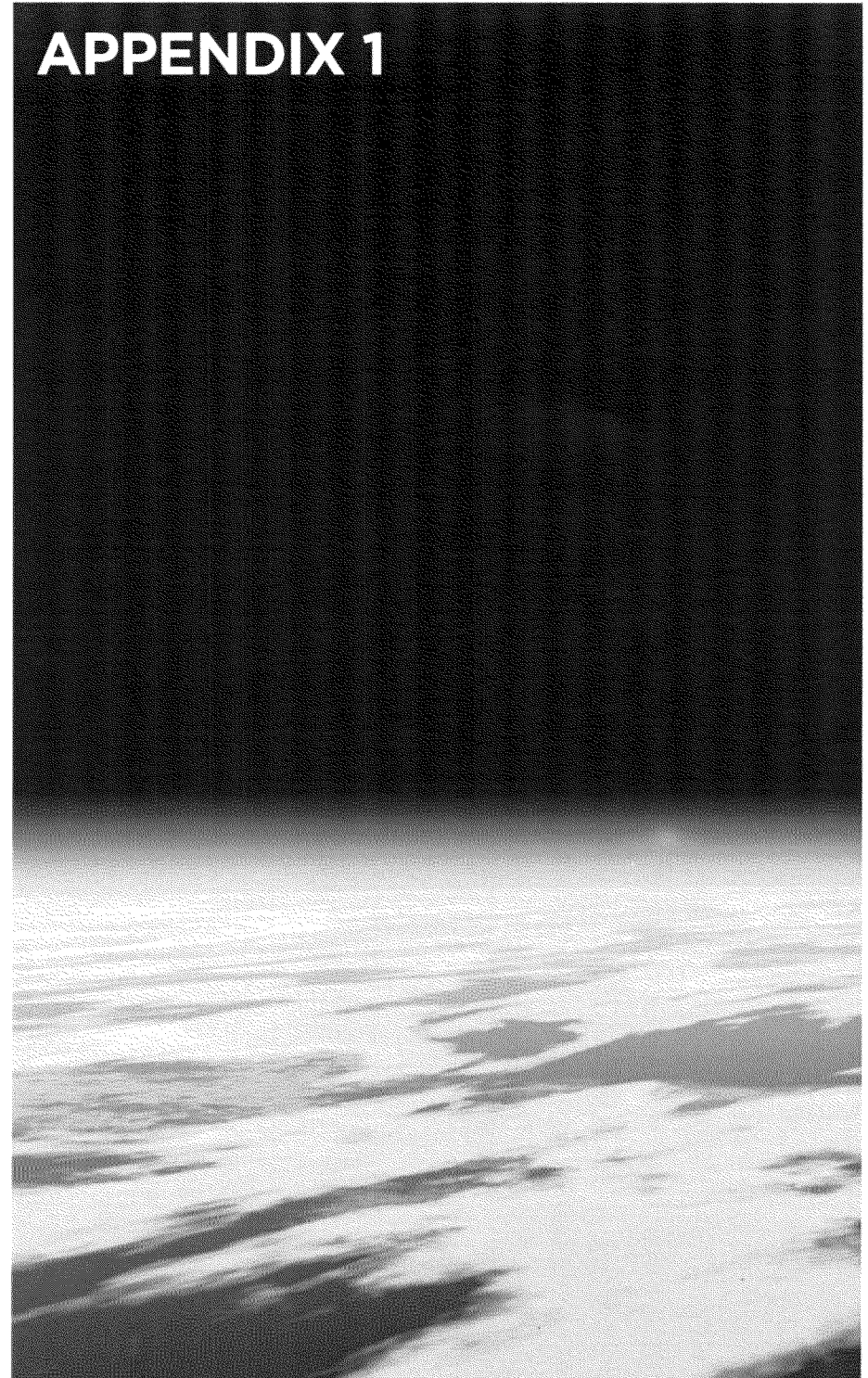
THE GREENHOUSE EFFECT

Climate change is driven by the greenhouse effect, a natural phenomenon essential to life as we know it. Without the greenhouse effect, the Earth would be permanently icy and inhospitable. Water vapor, carbon dioxide and other gases in the Earth's atmosphere act like a blanket over the Earth, absorbing some of the heat from the sunlight-warmed surface of the Earth instead of allowing it to escape into space (see graphic on page 48). Increasing the amount of these gases, called carbon emissions, in the atmosphere essentially makes the blanket thicker — and warmer. This warming is accompanied by changes in precipitation patterns, increased frequency and intensity of storms, wildfires, droughts and floods, rising sea level, changes in water quality and substantial changes in habitats, including the range of pests and diseases.

CARBON DIOXIDE AND OTHER CARBON EMISSIONS

Fossil fuels such as coal, gasoline, diesel, fuel oil and natural gas are made of carbon that has been stored underground for millions of years. Burning fossil fuels to generate electricity, manufacture goods, grow food, heat our homes and power our vehicles transforms this stored carbon into the gas carbon dioxide, which is then released into the atmosphere. Changing patterns of land use and land cover, primarily the burning and destroying of forests and the conversion of wildlands to farmland or housing, also release carbon dioxide from carbon stored in plant matter and soil. Further, by reducing the number of trees and plants that otherwise would remove carbon dioxide from the atmosphere through photosynthesis, such land use changes reduce the planet's capacity to absorb carbon dioxide. As a result of these activities, global atmospheric concentrations of carbon dioxide have increased by more than 30 percent over the past 150 years.

Carbon dioxide comprises almost 85 percent of U.S. carbon emissions, but it is not the only greenhouse gas of concern. Methane, nitrous oxide and halocarbons are also increasing in the atmosphere as a direct result of human activities. Methane



emissions, which account for eight percent of U.S. emissions, result primarily from raising livestock and waste disposal in landfills, where putrescible — rotting — waste generates methane. Soil management practices and application of fertilizers are the principal cause of nitrous oxide emissions, which represents five percent of U.S. emissions. Halocarbons, which include chlorofluorocarbons, hydrochlorofluorocarbons and perfluorocarbons, are synthetic gases produced during industrial processes such as cement manufacturing and aluminum smelting. These carbon emissions, though a smaller percentage of total emissions, all exert a more powerful greenhouse effect than carbon dioxide. (See “Units of Measurement for Carbon Emissions” in Appendix 3 for more information.) Reducing emissions of these gases is thus a critical component of climate protection.

SCIENTIFIC AUTHORITY

The United Nations Environment Programme and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) in 1988. The IPCC remains the primary authority on global climate change, receiving the 2007 Nobel Peace Prize for its work in the field.

The latest IPCC report, released in 2007, concludes that:¹

- Human activity has increased atmospheric concentrations of carbon dioxide, methane and nitrous oxide to levels not seen in the past 650,000 years.
- There is over 90 percent certainty that most of the warming of the climate is due to human activity.
- Humans have set in motion a warming of the climate and rising of sea levels that will continue for centuries, but the amount of warming and sea level rise will be determined by human activity in the coming years.
- To minimize the extent of climate change, global carbon emissions must peak no later than 2015 and decline 50 to 85 percent from 2000 levels by 2050.

In January of 2008, the IPCC Chair, Rajendra Pachauri, suggested that the world had just seven years to stabilize carbon emissions.²

IMPACTS

Portland, Multnomah County and the entire Pacific Northwest will feel the impacts of global climate broadly and deeply. Since 1900, the average temperature in the Pacific Northwest has increased by 1.5 degrees Fahrenheit. In the next century, the warming is expected to accelerate and increase at least three times as quickly.³ In the last century, glaciers on Mt. Hood shrank by more than one-third.⁴ Melting ice on this iconic mountain, while one of the more visible impacts of climate change, will not impact Portlanders' daily lives in the way that will other, less immediately apparent changes.

The Pacific Northwest will experience more warming in summer, and nights will cool off less than they do today. Increased urbanization and population growth, with their related roads and rooftops, will exacerbate the urban heat island effect, increasing local temperatures even more. Winters will likely be wetter and summers drier. As shown in Figure 19, these changes, coupled with higher temperatures, will likely mean higher river flows in the spring, when water is already abundant, and lower flows in the summer, when surface water is badly needed for drinking, irrigation, hydropower and salmon.

The region's landscapes are at risk. Forests, a cornerstone of the economy and environment, are particularly vulnerable. Drought, fire, pests and disease are likely to increase. Oregon's beaches are threatened by rising sea levels, stronger storms and increased coastal flooding and erosion.

1 Intergovernmental Panel on Climate Change, Climate Change 2007: Synthesis Report.

2 Pachauri, Rajendra K. “How Would Climate Change Influence Society in the 21st Century?” Lecture delivered at Massachusetts Institute of Technology, January 29, 2008.

3 University of Washington Climate Impacts Group, <http://cse.washington.edu/cig/pnwc/cc.shtml>.

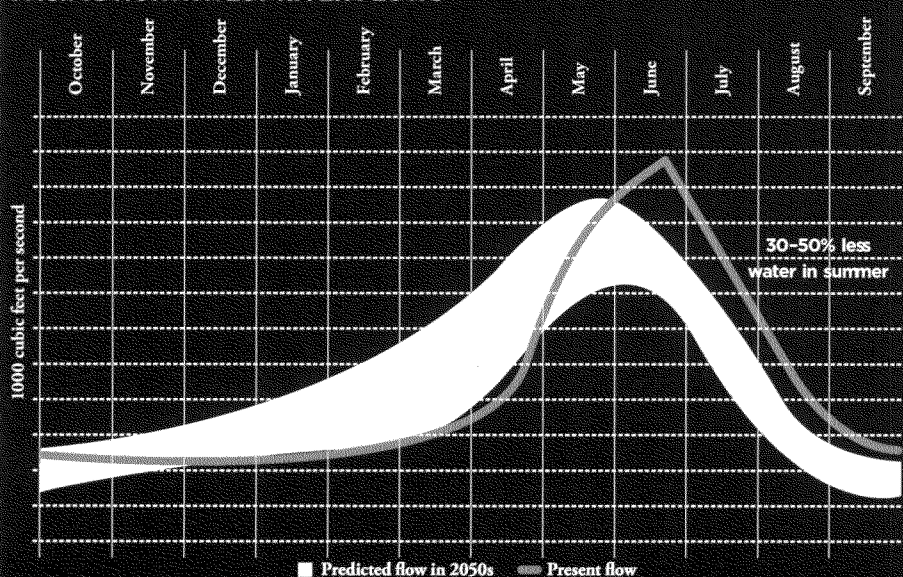
4 Jackson, K. M. and A. G. Fountain. “Spatial and morphological change on Eliot Glacier, Mount Hood, Oregon, USA.” *Annals of Glaciology*, 46, 222-226.

Climate change also poses a significant challenge to public health. Rising temperatures may be accompanied by increased incidents of diseases such as cholera and weather-related mortalities. Rising temperatures are a specific concern for seniors, who are particularly vulnerable to heat stroke — especially in this region, where most homes do not have air conditioning. Additionally, mental health problems such as anxiety and post-traumatic stress syndrome may increase to the extent that people migrate from increasingly inhospitable climates to the temperate Northwest.

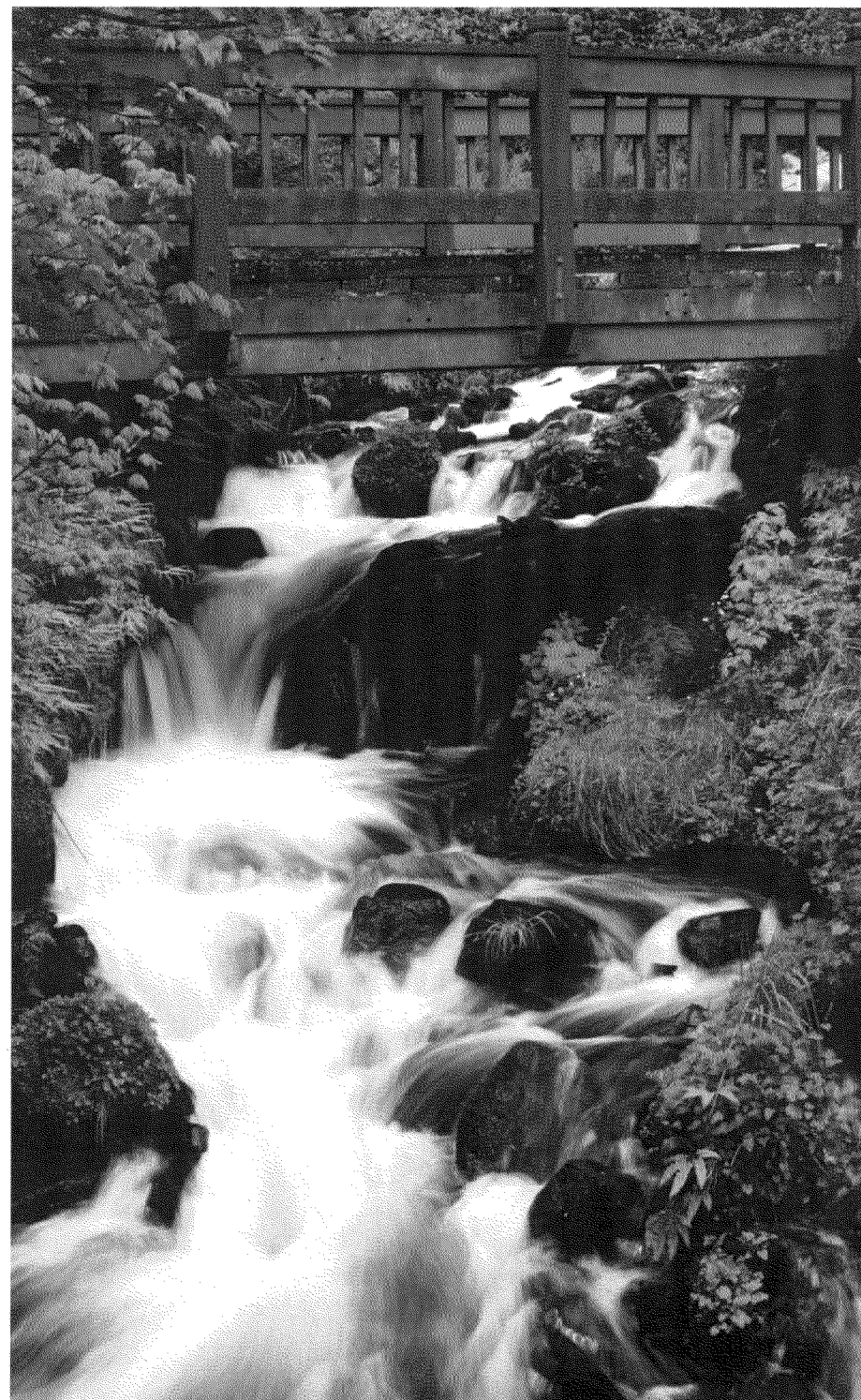
This summary is by no means an exhaustive survey of potential climate impacts. Additional information can be found at the following:

- Intergovernmental Panel on Climate change (IPCC) — www.ipcc.ch
- U.S. Climate Change Science Program — www.climatescience.gov
- Oregon Climate Change Research Institute — oregonstate.edu/groups/geco/pages/OCCRI.html
- University of Oregon Climate Leadership Initiative — climlead.uoregon.edu
- State of Oregon Climate Change Portal — www.oregon.gov/ENERGY/GBLWRM/Portal.shtml
- University of Washington Climate Impacts Group — cses.washington.edu/cig

FIGURE 20
PACIFIC NORTHWEST RIVER FLOWS



University of Washington Climate Impacts Group



APPENDIX 2

ASSUMPTIONS IN CALCULATING EXPECTED EMISSIONS

The objectives in this plan that can be measured quantitatively rely on a set of assumptions about population growth, technological improvements and actions by governments other than the City of Portland and Multnomah County. To the extent actual population growth, technology advances or state and federal policies differ from the assumptions underlying this analysis, Portland and Multnomah County may need to pursue objectives that are more or less aggressive than those contained in this plan.

The interplay of assumptions can be complex. For example, the State of Oregon has adopted a strong renewable energy standard (RES) for electricity, requiring that 25 percent of all electricity sold in Oregon after 2025 be generated by new renewable resources. However, the RES alone will not result in a 25 percent reduction in carbon emissions because Multnomah County's population is projected to grow by 30 percent from current numbers by 2025. As a result, if each person consumes the same amount of electricity in 2025 as he or she does today, Multnomah County will consume 30 percent more electricity. Total carbon emissions from electricity will therefore remain virtually unchanged from current levels. Thus the RES, by itself, will help slow growth in electricity emissions but will not achieve the needed emissions reductions.

Similar analyses of policies addressing building energy use and transportation fuels make clear that an 80 percent emissions reduction will not result merely from the currently anticipated technology advances and federal and state regulations.

The City of Portland and Multnomah County must therefore act — building on and exceeding national, regional or state efforts — to achieve the 2050 goal. In planning for local climate protection, however, this plan assumes that certain actions will take place at the national, regional and state levels, and that these actions will help Portland and Multnomah County achieve the 2050 goal. These assumptions focus on the categories of Land Use and Mobility and Buildings and Energy.

Key assumptions related to Urban Form and Mobility:

- Automakers will meet the federal requirement that the corporate average fuel efficiency (CAFE) achieve 35 miles per gallon by 2016.
- The federal government will raise CAFE standards to 55 miles per gallon before 2050.
- As a result of the commercial availability of advanced, low-carbon fuels, by 2030 transportation fuels will generate 10 percent fewer lifecycle carbon emissions than today's fuels. By 2050, they will generate 25 percent fewer emissions.
- Electric vehicles will account for 10 percent of all miles driven by 2030 and 25 percent of all miles driven by 2050.

Key assumptions related to Buildings and Energy include:

- Electric utilities will meet Oregon's requirement to acquire 25 percent of their electricity from new renewable sources by 2025.
- By 2050, technological advances will reduce the amount of electricity lost during transmission by one-fourth.
- Coal-fired power plants serving the Pacific Northwest do not employ carbon capture and sequestration technologies.

Finally, assumptions about population growth do not account for the possibility of "climate refugees." A climate refugee is a person displaced from his or her home as a result of an environmental event that has been brought on by climate change. Although some believe that many climate refugees will settle in the relatively water-rich and temperate climate of Pacific Northwest, it is difficult to estimate the extent to which this will change population growth in Multnomah County.

Quantifying Carbon Reductions

The 2030 Objectives related to Buildings and Energy and Urban Form and Mobility were developed by quantitatively modeling the interactive effects of each objective. This analysis highlights the importance of pursuing a broad portfolio of actions and objectives. Examining the first objective, retrofitting existing buildings to reduce their energy consumption, illustrates these interactive effects. Carbon emissions from building energy use are a function of two factors: how much energy the building uses and the quantity of emissions generated per unit of energy consumed.

The first factor, energy use, is difficult to estimate because building improvements are only one component of energy use; the behavior of the building occupants also is a significant determinant. The second factor, emissions intensity of energy generation, depends critically on the extent to which the increase in energy generation from renewable sources displaces high-carbon coal, medium-carbon natural gas, or carbon-free hydropower or nuclear. Thus, as a result of variables such as occupant behavior and unpredictable shifts in the carbon-intensity of the electricity grid, it is difficult to isolate and attribute a specific amount of reductions to a particular action such as retrofitting buildings for efficiency. Reductions that can be achieved by the other objectives in this plan require similar sets of assumptions, because they involve multiple variables fluctuating independently from one another and from the plan objectives.

APPENDIX 3

EMISSIONS INVENTORY METHODOLOGY

Portland and Multnomah County gather data on carbon emissions to inform policy and programmatic decisions and to monitor overall progress toward emission goals. In general, the methodology follows guidelines developed by ICLEI — Local Governments for Sustainability and uses the Clean Air and Climate Protection software developed jointly by ICLEI and STAPPA/ALAPCO. The inventory presented here is not intended to account for or assert ownership of emissions or emissions reductions, but rather to serve as an aggregate indicator of emissions trends. As best practices for community emissions inventories evolve, Portland and Multnomah County expect to participate in these discussions and strive to apply the most credible methodology possible given the available data.

WHAT'S IN

The Multnomah County inventory includes emissions associated with:

- Electricity
- Natural gas
- Fuel oil (distillate and residual)
- Propane
- Gasoline
- Diesel
- Solid waste disposal

These sources are discussed in further detail below.

WHAT'S OUT

Significant categories of emissions not included in the inventory are:

- Industrial processes other than energy use. Examples of this type of emission include perfluorocarbons emitted from aluminum smelting and during the semiconductor manufacturing process. Currently, available information does not permit accurate measurement of emissions from industrial processes,



though this will change as Oregon Department of Environmental Quality regulations requiring reporting of carbon emissions take effect.

- The agriculture sector, other than emissions from energy use. Examples of this type of emission include carbon emissions from soil as a result of crop and land management practices, methane emissions from livestock and manure and nitrous oxide emissions resulting from application of nitrogen fertilizer. Because Multnomah County contains only a small amount of farmland and no large-scale agricultural operations, local carbon emissions from agriculture do not comprise a material portion of Multnomah County's total carbon emissions inventory.
- Sequestration by the urban forest and other biological processes. Portland Parks and Recreation estimates that Portland's urban forest currently sequesters 88,000 metric tons of CO₂ annually. Because historical sequestration information is not available, however, forestry is not included in the emissions inventory.
- Airplane, locomotive and shipping fuel. Fuel use from Portland International Airport is gathered as part of the annual data collection process for review, but, as recommended by ICLEI, it is not included in the inventory presented here.
- Emissions arising from the production of goods consumed in Multnomah County but manufactured elsewhere. For example, the process of producing cement is both energy-intensive and results in direct emissions of carbon dioxide, but the emissions inventory does not attempt to estimate the amount of cement used in Multnomah County and assign upstream carbon emissions. The same is true for all other goods brought into Multnomah County.
- Offsets. As noted above, the inventory of carbon emissions is intended to monitor emission trends to inform Portland and Multnomah County policy decisions. The data are not an accounting of emissions and do not represent any claim of ownership. A case in point is work conducted by The Climate Trust to implement two carbon emission reduction projects with the City of Portland. For the first, the City of Portland has worked with owners of multifamily properties throughout Oregon, including Multnomah County, to improve the energy efficiency of their buildings. For the second, the Portland Bureau of Transportation optimized traffic signals to improve traffic flow and reduce idling time. In exchange for funding assistance, The Climate Trust took legal title to the resulting carbon offsets. These two projects in Multnomah County achieved reductions of about 20,000 metric tons in 2008, generating offsets now owned by The Climate Trust. At the same time, many businesses, organizations and residents in Multnomah County have purchased offsets from other offset providers. No data are available at this time as to the volume of such offsets.

Units of Measurement for Carbon Emissions

The greenhouse gas inventory reports emissions in metric tons of carbon dioxide equivalent. Each greenhouse gas — chiefly carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons and perfluorocarbons — contributes to the greenhouse effect, but each of these gases has a different global warming potential ("GWP"). The GWP of a given gas is expressed as a measurement of how much carbon dioxide would be needed to have the same impact on global warming as a given gas over a period of time. For example, the 100-year GWP of methane is 23, which means that one ton of methane in the atmosphere would have the same impact on global warming over a 100-year period as 23 tons of carbon dioxide over the same period. For purposes of the calculations in the inventory, all carbon emissions are expressed in terms of the number of tons of carbon dioxide that would have an equivalent GWP over a 100-year period. These units are referred to as CO₂-e or CO₂-equivalents.

ELECTRICITY GENERATION

Electricity is distributed to customers in Multnomah County by Portland General Electric (PGE) and Pacific Power (PP). Both PGE and PP provide data on the number of kilowatt-hours (kWh) sold to their distribution customers in each of three sectors: residential, commercial and industrial. Because these total numbers include sales of "green power" (i.e., power generated from sources that do not emit carbon emissions) to customers who have elected to purchase such power, these numbers are adjusted to determine how many kWh were sold to customers in Multnomah County from the utilities' standard sources.

Both PGE and PP provide data on the kWh of green power sold to customers in Oregon. To estimate the kWh of green power sold in Multnomah County, the kWh of green power sold in Oregon is multiplied by the percentage of the utility's sales that are to customers in Multnomah County.

$$\begin{array}{rcccl} \text{kWh of green power} & & \text{kWh sales to customers in} & & \\ \text{sold in Oregon} & \times & \text{Multnomah Co.} & = & \text{Estimated} \\ & & \text{Total kWh sales to Oregon} & & \text{kWh of green power} \\ & & \text{customers} & & \text{sold in Multnomah Co.} \end{array}$$

The product of this calculation, the kWh of green power sold in Multnomah County, is subtracted from the total sales of kWh sold in Multnomah County to determine the total kWh sold in Multnomah County from the utilities' standard sources.

$$\begin{array}{rcccl} \text{Total kWh sold in} & & \text{Estimated kWh of green power} & & \text{kWh from standard} \\ \text{Multnomah Co.} & - & \text{sold in Multnomah Co.} & = & \text{sources sold in} \\ & & & & \text{Multnomah Co.} \end{array}$$

To calculate the carbon emissions from grid power (i.e., everything except the green power purchased voluntarily by customers), the inventory uses emission factors provided by ICLEI for the Northwest Power Pool of the Western Electricity Coordinating Council.

Natural Gas

NW Natural, the sole natural gas utility for Multnomah County, provides data on the total therms used in the county by the residential, commercial and industrial sectors. The carbon emissions attributable to natural gas usage are calculated by multiplying the total number of therms by the conversion factor provided by ICLEI for converting therms to CO₂-e. In 2008 NW Natural began offering customers the ability to obtain carbon-neutral natural gas through the purchase of offsets, eventually in connection with the use of digesters to capture methane from decomposing cow manure. In the future, the data on total therms will be adjusted to take into account the carbon-neutral nature of some sales, as is done with electricity generation.

Fuel Oil, Propane and Kerosene

Fuel oil data are taken from the U.S. Energy Information Administration's "Annual Fuel Oil and Kerosene Sales Report" contained in the Petroleum Supply Annual (EIA Report), which publishes data on the sales in Oregon of heating oil, propane and kerosene. Figures are broken down in the three residential, commercial and industrial customer classes. In the absence of more specific information about usage in Multnomah County, the inventory assigns the county a share based on the percent of Oregon's population living in Multnomah County.

$$\text{Gallons of oil sold to customers in Oregon} \times \frac{\text{Population of Multnomah Co.}}{\text{Population of Oregon}} = \text{Estimated gallons of oil sold to customers in Multnomah Co.}$$

ICLEI provides conversion factors for carbon emissions associated with each of these heating fuels. The carbon emissions from these fuels attributable to Multnomah County are calculated by multiplying the total amount of each fuel by the applicable conversion factor.

RESIDENTIAL AND COMMERCIAL BUILDING ENERGY CONSUMPTION

	Total Electricity (kWh)	Green Electricity (% of Total)	Natural Gas (Therms)	Total Energy* (MMBTU)
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RESIDENTIAL

1990	2,648,501,220	0.0%	70,186,733	18,338,158
1995	2,656,288,808	0.0%	80,271,983	19,054,707
2000	2,787,706,505	0.0%	100,653,199	21,402,034
2001	2,706,881,610	0.1%	100,301,898	21,171,803
2002	2,667,299,058	0.9%	100,208,767	20,968,866
2003	2,654,243,780	2.5%	95,373,320	20,392,089
2004	2,706,910,320	3.5%	95,772,992	20,030,176
2005	2,700,637,203	4.6%	95,492,494	20,095,644
2006	2,805,336,350	5.6%	99,318,246	20,713,773
2007	2,836,542,171	8.1%	103,687,027	21,112,796
2008	2,886,406,428	9.5%	108,402,645	21,770,650

COMMERCIAL

1990	2,968,831,041	0.0%	70,781,264	19,091,605
1995	3,398,180,636	0.0%	74,707,710	20,553,520
2000	3,834,588,942	0.0%	80,756,988	22,526,616
2001	3,748,552,802	0.0%	79,310,694	22,352,396
2002	3,644,283,201	0.2%	76,871,980	21,549,602
2003	3,684,594,873	0.4%	72,230,103	20,615,670
2004	3,768,353,073	0.6%	74,621,018	21,130,492
2005	3,766,481,231	0.8%	74,824,308	21,116,598
2006	3,872,932,825	1.0%	79,275,728	21,826,754
2007	3,902,256,393	1.6%	82,156,842	22,168,797
2008	3,880,015,005	1.8%	84,383,842	22,320,222

INDUSTRIAL

1990	2,001,811,581		87,315,289	17,549,032
1995	2,396,895,913		99,871,589	19,980,751
2000	2,735,383,151		91,260,620	20,301,573
2001	2,571,484,196		82,047,847	18,752,243
2002	2,214,752,762		78,007,041	17,142,971
2003	2,035,540,602		77,590,865	15,794,690
2004	1,917,708,393		82,116,292	16,040,233
2005	1,915,076,497		81,965,777	15,621,116
2006	1,953,864,313		85,624,278	16,353,657
2007	1,895,563,159		82,986,391	15,755,364
2008	1,866,384,990		79,982,277	15,328,720

*Total Energy (electricity, fuel oil, natural gas, propane)

TRANSPORTATION

Gasoline

Emissions from gasoline are calculated based on the number of gallons of gasoline sold in Multnomah County. The State of Oregon, which collects a county gas tax on behalf of Multnomah County, issues quarterly reports detailing the total gallons of gasoline sold in the county. Gasoline sales provide an imperfect measure, since clearly some people who drive in Multnomah County purchase gasoline outside of the county while others purchase it in the county but drive elsewhere. An alternative way of estimating fuel usage is described below, but the emissions figures used in the Portland and Multnomah County inventory are based on the sales data.

Diesel and Other Transportation Fuel

The EIA Report contains data for the sales in Oregon of diesel fuel and certain other transportation fuels used for rail, shipping, on-highway use, military uses and off-highway use. The Port of Portland, which operates Portland International Airport (PDX), the major airport in Multnomah County, provides data for the total amount of jet fuel used at PDX. As noted above, because of the interstate and international character of air, rail and shipping, ICLEI recommends not attributing fuel used by these modes to a given locality, and the inventory excludes these.

The inventory allocates to Multnomah County a share of Oregon's total sales of diesel for on-highway and construction use according to population. Off-highway distillate fuel is divided into two categories, construction and other. A share of the fuel used for construction is assigned to Multnomah County based on the county share of the state's population. The distillate fuel sold for other uses is mostly used for agricultural equipment. Multnomah County, with 10,017 acres dedicated to agriculture, contains 0.3% of the 2,935,164 total acres of agricultural land in Oregon.¹ Because Multnomah County does not account for a material amount of the distillate fuel used for agriculture equipment, the inventory does not include distillate fuel sold for other uses in Oregon.

An Alternative for Gasoline and Diesel: Vehicle Miles Traveled

Many communities rely on vehicle miles traveled data to estimate transportation fuel use. This provides an alternative method of estimating emissions from gasoline and diesel for Multnomah County. Metro, the government for the approximately three-county region that includes Portland and Multnomah County, maintains a model of vehicle miles traveled for the Portland metropolitan region. A share of the VMT could be assigned to Multnomah County based on population or a

combination of population and commercial activity to account for business VMT. Reliable local estimates of vehicle fuel efficiency are not available, however, and we are reluctant to apply national figures for fleet fuel efficiency, which may not reflect local traffic patterns, congestion and vehicle characteristics. Because the Metro VMT data are region-wide, they may also not accurately capture trends in transportation fuel use in Multnomah County alone, since Multnomah County is significantly more compact and offers more transportation options than the region as a whole.

In short, calculations of carbon emissions based on VMT rely on difficult assumptions, such as the composition of vehicles on the road using a certain type of fuel or the average fuel efficiency for all vehicles in a region. For this reason, the inventory calculates emissions based on the fuel sales methodology rather than the VMT methodology.

	Gasoline Sales in Multnomah County (Thousands of Gallons)	Estimated On-Highway and Construction Diesel Use in Multnomah County (Thousand Gallons)
1990	243,345	68,807
1995	259,713	70,495
2000	249,147	82,819
2001	252,678	79,964
2002	265,264	88,119
2003	261,104	85,698
2004	245,281	98,145
2005	238,066	99,557
2006	246,505	100,972
2007	251,519	104,928
2008	237,402	105,694

¹ 2006 Oregon County and State Agriculture Estimates, Oregon State University, updated as of May, 2007.

SOLID WASTE DISPOSAL

Metro operates the solid waste transfer stations serving Multnomah County and provides data on the total tonnage of materials landfilled each year from the Metro region. The inventory assigns a share of the total tonnage to Multnomah County based on the percent of Metro population that is in Multnomah County. The Oregon Department of Environmental Quality (DEQ) conducts studies to determine the composition of waste in Oregon landfills. Thus, it is possible to estimate the composition of waste buried in landfills that are attributable to Multnomah County.

$$\begin{array}{lcl} \text{Total tonnage sent to} & & \text{Total landfill tonnage} \\ \text{Metro landfills} & \times \frac{\text{Population of Multnomah Co.}}{\text{Population of Metro}} = & \text{Attributable to} \\ & & \text{Multnomah Co.} \end{array}$$

$$\begin{array}{lcl} \text{Total landfill tonnage} & & \text{Tonnage of certain} \\ \text{attributable to} & \times \frac{\% \text{ of waste in Oregon landfills}}{\text{that is attributable to a}} = & \text{material in landfills} \\ \text{Multnomah Co.} & \text{certain type of material} & \text{attributable to} \\ & & \text{Multnomah Co.} \end{array}$$

As materials in landfills decompose, they produce methane. Some landfills capture methane gas and flare it, converting it to carbon dioxide and water vapor. For each landfill that receives waste from Metro, DEQ provides an estimate of the percentage of methane captured. Using ICLEI's Clean Air and Climate Protection software, and based on the Metro tonnage data, DEQ waste composition studies and estimates of methane recapture rates, the inventory estimates the total amount of methane generated at landfills that is released into the atmosphere.

Methane emissions from landfills, as tracked in this inventory, differ from the carbon emissions from energy consumption in a significant respect. All emissions from energy use occur at the same time as the energy is consumed. Methane emissions from landfilled solid waste, on the other hand, can occur over a period of many years because conditions (e.g., heat, presence of oxygen, moisture, etc.) among landfills differ, as do the conditions in different parts of a single landfill, and because different materials decompose, and thus emit methane, at different rates. As a result, the methane emissions from a landfill in a given year result from waste disposed at that landfill over a number of prior years. Similarly, landfill emissions reflected in the inventory for a given year will not occur over that year but instead will take place over the course of the subsequent years. Landfill emissions included in the inventory reflect the cumulative future methane emissions that can be expected from waste disposed in a given year. They are not intended to represent the amount of actual methane emissions from landfills in that year.

CLIMATE ACTION PLAN 2009



CITY OF PORTLAND AND MULTNOMAH COUNTY

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MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-2
Est. Start Time: 10:00 AM
Date Submitted: 10/21/09

Agenda Title: **RESOLUTION Urging the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: 20 minutes
Department: Non-Departmental Division: District 2
Contact(s): Marissa Madrigal
Phone: 503-988-5239 Ext. 85239 I/O Address: 503/600
Presenter(s): Jeff Cogen, Marissa Madrigal, Rebecca Shine, Invited Guests

General Information

1. What action are you requesting from the Board?

Adoption of a resolution calling for the United States Congress to support the Development, Relief and Education for Alien Minor (DREAM) Act

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The United States is home to approximately 2 million undocumented children who were born outside the US and have no legal immigration status. Most of these children had no say in the decision to immigrate to the U.S. but have attended American public schools, hold American values and have little or no connection to their country of origin.

The United States Supreme Court has determined that every state has a constitutional obligation to provide free public primary and secondary education to all children residing within their borders regardless of their immigration status. 65,000 undocumented students graduate from high school each year only to face a future devoid of hope, where it is illegal to work or drive and difficult to impossible to attend college and become a productive

member of society.

A new documentary, *Papers the Movie*, produced by Portland-based Graham Street Productions and El Grupo Juvenil, tells the story of five undocumented youth struggling to fulfill their potential as they come of age. Through their stories, the film demonstrates that the difficulties faced by undocumented youth are not restrained to one ethnicity, race or culture.

The Development, Relief, and Education for Alien Minor - DREAM Act would allow undocumented high school graduates who have lived in the United States for at least five years to ultimately legalize their immigration status. Undocumented children who attend two years of college or serve two years in the military would be eligible to earn permanent resident status (a green card). More details on the 2009 DREAM Act can be found at www.dreamact2009.org

3. Explain the fiscal impact (current year and ongoing).

None.

4. Explain any legal and/or policy issues involved.

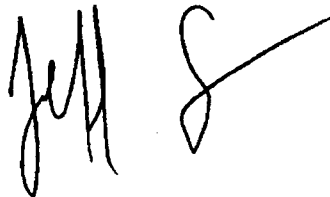
None.

5. Explain any citizen and/or other government participation that has or will take place.

The public is invited to attend Latino Heritage Month events. A press release and schedule of events will be available at the Board meeting.

Required Signature

**Elected Official or
Department/
Agency Director:**

A handwritten signature in black ink, appearing to be 'JH S', is written over a horizontal line.

Date: 10/21/2009

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Resolution Urging the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act

The Multnomah County Board of Commissioners Finds:

- a. Currently, children who immigrate to the US from another country can only obtain permanent status through their parents and may not independently apply for residency. These children are allowed to attend and complete public education, but are not allowed to attend college in many states. Without proof of legal immigration status, such children are generally not issued driver's licenses, social security cards and cannot legally work.
- b. The lack of legal immigration status condemns these children to a life of unemployment, instability and unfulfilled potential.
- c. Many of these Multnomah County students become discouraged from studying or drop out of high school because they see no value in pursuing higher education due to their immigration status.
- d. This year Portland-based Graham Street Productions and El Grupo Juvenil, in association with Film Action Oregon, produced "Papers," the stories of undocumented youth in an effort to raise awareness about the challenges they face as they turn 18 without legal status.
- e. Undocumented students face overwhelming obstacles in accessing higher education, such as ineligibility for federal financial aid and having to pay out-of-state tuition in some states in order to attend state universities despite their long-term residency within our country.
- f. Access to higher education will help these students to break the bonds of poverty, raise their level of esteem and make full contributions to our country's civic, political and economic well-being.
- g. The Development, Relief, and Education for Alien Minor - DREAM Act would provide immigration benefits to those between the ages of 12 and 35, who arrived in the US as children, before the age of 16 and who have been continuously residing in the US for at least five years prior to enactment. Immigrants meeting the criteria will have the opportunity to "earn" permanent residency by attending college and earning at least a two-year degree or serving in the US military for two years.

The Multnomah County Board of Commissioners Resolves:

1. In solidarity with our colleagues at the City of Portland, the Multnomah County Board of Commissioners urges the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act.
2. The Board of Commissioners also urges Oregon Legislators to support the DREAM Act, and to use the full force of their influence and leadership to encourage the United States Congress and the President to pass the DREAM Act.

ADOPTED this 29th day of October 2009.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Agnes Sowle, County Attorney

SUBMITTED BY:

Deborah Kafoury, Commissioner, District 1
Jeff Cogen, Commissioner, District 2
Judy Shiprack, Commissioner, District 3
Diane McKeel, Commissioner, District 4
Ted Wheeler, County Chair



Oregon

Theodore R. Kulongoski, Governor

Oregon Commission on Hispanic Affairs
Oregon Advocacy Commissions Office
"Advocating Equality and Diversity"
3218 Pringle Road SE, #270
Salem OR 97302
503.378.2139
Fax 503.373-1427

Email: oaco.mail@das.state.or.us

José Ibarra - Woodburn
Chair

Raymond Caballero - Portland
Vice-Chair

Sen. Fred Girod
District 9 - Stayton

Sen. Chip Shields
District 22 - Portland

David Molina - Fairview
Bilingual Hire Company

Lily Caceres - Lake Oswego
Oregon Youth Authority

Dagoberto Morales - Medford
UNETE

Verenice Gutiérrez, Ph. D. - Happy Valley
Hosford Middle School
Portland Public Schools

Steve Bender - Eugene
University of Oregon School of Law

Gilbert Carrasco - Salem
Willamette University School of Law

Marcela Mendoza, Ph.D. - Eugene
Centro Latino Americano
University of Oregon

Mission Statement:

"The mission of the Oregon Commission on Hispanic Affairs is to work toward economic, social, political and legal equality for Oregon's Hispanic population."

October 27, 2009

The Honorable Ted Wheeler, Chair
The Honorable Deborah Kafoury, Commissioner
The Honorable Jeff Cogen, Commissioner
The Honorable Judy Shiprack, Commissioner
The Honorable Diane McKeel, Commissioner
Multnomah County Board of Commissioners
501 SE Hawthorne Blvd., Portland, OR 97214-3588

RECEIVED
OCT 27 2009

Re: The DREAM Act

Dear Mr. Chair and Board of Commissioners:

It is our understanding that the Multnomah County Board of Commissioners will entertain a resolution to endorse the DREAM Act, the Development, Relief and Education for Alien Minors Relief Act, which is now pending in Congress. As you know, one of our Commission's highest priorities is the advancement of Latino youth through education.

The Oregon Commission on Hispanic Affairs agrees with what the U.S. Supreme Court said in rejecting the exclusion of undocumented children from public schools in its decision in *Plyler v. Doe*, 457 U.S. 202, 230 (1982): "It is difficult to understand precisely what the State hopes to achieve by promoting the creation and perpetuation of a subclass of illiterates within our boundaries, surely adding to the problems and costs of unemployment, welfare, and crime." On behalf of the Oregon Commission on Hispanic Affairs, I urge the Multnomah County Board of Commissioners to adopt the resolution supporting enactment of the DREAM Act to give fuller meaning to the equal protection of the laws that the Constitution mandates. Equal educational opportunity that includes all of the residents of Multnomah County makes sense from economic, humanistic, and efficiency perspectives. We hope that your county provides vision and leadership on this important issue.

Sincerely,


José Ibarra, Chair

#1

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: Oct 29, 2009

SUBJECT: R-2

AGENDA NUMBER OR TOPIC: Dream Act Resolution

FOR: X AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Anne Galisky

ADDRESS: 619 NE Graham Street

CITY/STATE/ZIP: Portland, OR 97212

PHONE: _____ DAYS: 503-888-1758 EVES: 503-288-3873

EMAIL: anne@grahamstreetproductions.com FAX: 503-284-0542

SPECIFIC ISSUE: Dream Act

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

*3

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

MEETING DATE: 10/29/09

SUBJECT: Tuition equity dream Act.

AGENDA NUMBER OR TOPIC: R-2

FOR: X AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: J. Efrain Garcia

ADDRESS: 6750 SW Scholls Ferry Rd. Apt. 5

CITY/STATE/ZIP: Beaverton OR 97008

PHONE: _____ DAYS: (503) 380-0917

EVES: _____

EMAIL: Jog@pdx.edu

FAX: (503) 725-3957

SPECIFIC ISSUE: R-2

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#4

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

(R-2)

MEETING DATE: 10-27-09

SUBJECT: Tuition Equity & Dream Act

AGENDA NUMBER OR TOPIC: _____

FOR: X AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Melissa Sarabia - "MELISSA SARABIA"

ADDRESS: 1212 SW CLAY ST. APT #805

CITY/STATE/ZIP: Portland OR, 97201

PHONE: DAYS: 503-305-8305

EVES: SAME

EMAIL: mys@pdx.edu

FAX: _____

SPECIFIC ISSUE: R-2

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#5

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 10/29/09

SUBJECT: DREAM ACT

AGENDA NUMBER OR TOPIC: R-2

FOR: X AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Karla Suarez

ADDRESS: 1395 NE 22nd St

CITY/STATE/ZIP: Gresham, OR 97030

PHONE: _____ DAYS: 503-328-8511 EVES: _____

EMAIL: k.suarez26@yahoo.com FAX: _____

SPECIFIC ISSUE: _____

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.



**MULTNOMAH
YOUTH COMMISSION**

Providing a Voice for Youth

P O R T L A N D A N D M U L T N O M A H C O U N T Y

October 28, 2009

Ted Wheeler, Chair
Deborah Kafoury, Commissioner District 1
Jeff Cogen, Commissioner District 2
Judy Shiprack, Commissioner District 3
Diane McKeel, Commisisoner District 4

Dear Board of County Commissioners,

As the official youth policy advisory body for Multnomah County, the Multnomah Youth Commission would like to recommend that Board vote yes on the resolution urging the United States Congress and the President to support the Development, Relief and Education for Alien Minor (DREAM) Act..

This act will allow young people who have lived in the United States for six or more years, to become citizens and further their education and civic involvement. This would allow currently undocumented youth to attend college or enlist in the military into citizens. Becoming a citizen would allow these youth to continue their lives here in the US. Newly admitted citizens will be able to receive drivers' licenses, pursue financial aid for higher education, and other opportunities to become participating citizens in elections.

Currently, youth who immigrate to the United States have to rely on their parents' status and cannot apply for citizenship individually. If a young person is brought into the country undocumented, there is no method for them to become documented. If they were to return to their country of birth, it would not guarantee a path to documentation and attempts to return to the United States are long processes and can take ten or more years.

In "Our Bill of Rights: Children + Youth," Article II: Education, Sub (e) states that "Sufficient funding should be provided for all children and youth to have a successful educational experience..." Sub (f) reads: "... provide students the tools deemed necessary for their personal advancement in all aspects of their life. Youth have the right to know all their options and choose their own desired path." The DREAM Act provides a tool necessary and can lead to sufficient funding for furthering educational experience. Please vote yes on the Resolution urging the United States Congress and the President to support the Development, Relief and Education for Alien Minor (DREAM) Act.

Thank you,

The 2009-2010 Multnomah Youth Commission

2009-2010 Youth Commission

Chris Edmonds & Nay'Chelle Harris Co-Chairs

Wilson Alness • Kirubiel Ayele • Katy Barlean • Tamara Cano • Amalia Centurion • Adreanna Cop • Seth Evans • Manny Garcia • Bianca Gille
Adriana Godinez • Sean Hadley • Samuel Huh • Yolanda Jones • Huayu Lai • Ashley Long • Ryan McBee • Daisy Quinonez
Quinn Rohlf • Marina Rulevskaya • Akos Sarfo-Kantanka • Rachel Shelley • Lucius Shields • Karla Suarez • James Todd • Emily Volpert
Katherine Westmoreland • Louis Wheatley • Yelena Yashchenko • Ameneh Yasrebi • At-Large Members: Perla Alvarez • Darby Burbidge
E. Dominguez • Daniel Gonzalez • Emily Gritzmacher • Kelly Henderson • Chloe Jones • Sophia Kecskes • Dylan Tingley • Samantha Westmoreland
Staff: Todd Diskin • Emily S. Ryan • Open Seat in Memory of Jennifer Beegle

421 SW Oak, 2nd Fl., Portland, OR 97204 • 503.988.5839p • 503.988.5538f (COUNTY)

1221 SW Fourth Avenue, Portland, OR 97201 • 503-823-4027p • 503-823-3588f (CITY)

<http://www.ourcommission.org/m yc>

#6

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

MEETING DATE: 10/29/09

SUBJECT: _____

R-2

AGENDA NUMBER OR TOPIC: Dream Act Resolution

FOR: X **AGAINST:** _____ **THE ABOVE AGENDA ITEM**

NAME: Vidal Fuentes Ramos

ADDRESS: 1118 NE Lincoln St #1

CITY/STATE/ZIP: Hillsboro OR 97124

PHONE: _____ **DAYS:** (503) 819 2260 **EVES:** SAME

EMAIL: Vidal.fuentesramos@pcc.edu **FAX:** _____

SPECIFIC ISSUE: Dream Act

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

#7

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS
PUBLIC TESTIMONY SIGN-UP**

Please complete this form and return to the Board Clerk

*****This form is a public record*****

R-2

MEETING DATE: 10/29/09

SUBJECT: Tuition equity and Dream Act

AGENDA NUMBER OR TOPIC: Dream Act

FOR: ✓ AGAINST: _____ THE ABOVE AGENDA ITEM

NAME: Jonathan Riquelme-Lopez

ADDRESS: 5205 NE Killingsworth St Apt #612

CITY/STATE/ZIP: Portland, OR, 97218

PHONE: DAYS: (971) 222-6890

EVES: _____

EMAIL: riquelme@pdx.edu

FAX: _____

SPECIFIC ISSUE: Students who grow up learning here their whole lives.

WRITTEN TESTIMONY: _____

IF YOU WISH TO ADDRESS THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 09-134

Resolution Urging the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act

The Multnomah County Board of Commissioners Finds:

- a. Currently, children who immigrate to the US from another country can only obtain permanent status through their parents and may not independently apply for residency. These children are allowed to attend and complete public education, but are not allowed to attend college in many states. Without proof of legal immigration status, such children are generally not issued driver's licenses, social security cards and cannot legally work.
- b. The lack of legal immigration status condemns these children to a life of unemployment, instability and unfulfilled potential.
- c. Many of these Multnomah County students become discouraged from studying or drop out of high school because they see no value in pursuing higher education due to their immigration status.
- d. This year Portland-based Graham Street Productions and El Grupo Juvenil, in association with Film Action Oregon, produced "Papers," the stories of undocumented youth in an effort to raise awareness about the challenges they face as they turn 18 without legal status.
- e. Undocumented students face overwhelming obstacles in accessing higher education, such as ineligibility for federal financial aid and having to pay out-of-state tuition in some states in order to attend state universities despite their long-term residency within our country.
- f. Access to higher education will help these students to break the bonds of poverty, raise their level of esteem and make full contributions to our country's civic, political and economic well-being.
- g. The Development, Relief, and Education for Alien Minor - DREAM Act would provide immigration benefits to those between the ages of 12 and 35, who arrived in the US as children, before the age of 16 and who have been continuously residing in the US for at least five years prior to enactment. Immigrants meeting the criteria will have the opportunity to "earn" permanent residency by attending college and earning at least a two-year degree or serving in the US military for two years.

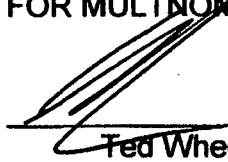
The Multnomah County Board of Commissioners Resolves:

1. In solidarity with our colleagues at the City of Portland, the Multnomah County Board of Commissioners urges the United States Congress and the President to Support the Development, Relief and Education for Alien Minor (DREAM) Act.
2. The Board of Commissioners also urges Oregon Legislators to support the DREAM Act, and to use the full force of their influence and leadership to encourage the United States Congress and the President to pass the DREAM Act.

ADOPTED this 29th day of October 2009.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Agnes Sowle, County Attorney

SUBMITTED BY:

Deborah Kafoury, Commissioner, District 1
Jeff Cogen, Commissioner, District 2
Judy Shiprack, Commissioner, District 3
Diane McKeel, Commissioner, District 4
Ted Wheeler, County Chair



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-3
Est. Start Time: 10:20 AM
Date Submitted: 10/14/09

Agenda Title: **RESOLUTION Supporting the Housing Authority of Portland's HOPE VI Application to Revitalize Hillsdale Terrace Apartments**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: October 29, 2009 **Amount of Time Needed:** 10 minutes
Department: Non-Departmental **Division:** Commissioner Deborah Kafoury, District 1
Contact(s): Beckie Lee
Phone: 503 988-6796 **Ext.** 86796 **I/O Address:** 503/600
Presenter(s): Commissioner Deborah Kafoury, John Keating and Rachael Duke

General Information

1. What action are you requesting from the Board?

Adopt a resolution and accompanied letter supporting Housing Authority of Portland's Hope VI application to redevelop Hillsdale Terrace.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Hillsdale Terrace Apartments is a 60 unit public housing development located in Southwest Portland in the Multnomah Village Neighborhood. Due to the severe physical distress of the current property, Housing Authority of Portland is proposing a major redevelopment that will involve relocation of current residents, demolition of the site, and reconstruction of up to 120 new apartments with improved levels of resident services. Housing Authority of Portland is applying for Housing and Urban Development Hope VI funding for this project. The Board resolution and accompanying letter detail the supportive services the County anticipates being able to provide to the residents of Hillsdale Terrace during and after the relocation and redevelopment.

3. Explain the fiscal impact (current year and ongoing).

This resolution and accompanying letter estimate the dollar value of services the county will be able to provide, given the projected occupancy of the project and their needs.

4. Explain any legal and/or policy issues involved.

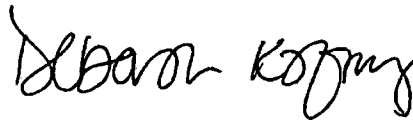
None.

5. Explain any citizen and/or other government participation that has or will take place.

HAP has done multiple resident and community meetings in planning this application that informed county discussions in what services residents need and hope for in the new Hillsdale Terrace.

Required Signature

**Elected Official or
Department/
Agency Director:**



Date: 10/14/09

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Supporting the Housing Authority of Portland's HOPE VI Application to Revitalize Hillsdale Terrace Apartments

The Multnomah County Board of Commissioners Finds:

- a. It is the policy of Multnomah County to provide supportive social and community services to the most vulnerable people in our community – the elderly, people with disabilities, and very low-income families with children.
- b. In October 2009, the Housing Authority of Portland will apply to the U.S. Department of Housing and Urban Development for a \$16.46 million HOPE VI Grant to redevelop the severely distressed Hillsdale Terrace Apartments Complex (Hillsdale Terrace). Hillsdale Terrace is a 60-unit public housing development in the Multnomah Village neighborhood of Southwest Portland.
- c. The current residents of Hillsdale Terrace struggle to gain access to educational, employment and social services. Currently, there are 239 residents in Hillsdale Terrace. All families are very low income and live below federal poverty levels. Less than one-third are currently employed. More than half the households are comprised of single parents and the majority of children are under the age of 12.
- c. The three overarching goals of this redevelopment are: (1) Promote economic stability and family self-sufficiency through access to job training and career advancement; (2) Support youth to excel at all they do; (3) Create a healthy, sustainable and well connected community.
- d. The Housing Authority will redevelop Hillsdale Terrace to include 120 units, including a mix of family-sized and one and two bedroom units to house an estimated 413 residents. The redevelopment will include a community room with indoor play area, a classroom for adults and children, a Head Start Classroom, a community kitchen, a community garden, computer lab, and more.
- e. Multnomah County provides various services to support low-income families, seniors, and those with disabilities that could be directed to support the residents of Hillsdale Terrace. The County has estimated the value of these various services to the residents to be the equivalent of \$850,000 over five years as further detailed in a letter signed by this Board and attached as Exhibit A.
- f. The Housing Authority of Portland is seeking support from local jurisdictions and community partners for their grant application to HUD.

The Multnomah County Board of Commissioners Resolves:

1. To support the Housing Authority of Portland (HAP) \$16.46 million HOPE VI grant application to the U.S. Department of Housing and Urban Development to redevelop Hillsdale Terrace in Multnomah County.
2. To provide various social support services to the Tenants of Hillsdale Terrace; valued at \$850,000 over a five year period as provided in Exhibit A; if HAP is awarded the HOPE VI grant.

ADOPTED this 29th day of October 2009.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Agnes Sowle, County Attorney

SUBMITTED BY:
Commissioner Deborah Kafoury



Board of County Commissioners
MULTNOMAH COUNTY OREGON

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214

October 29, 2009

Steve Rudman
Executive Director
Housing Authority of Portland
135 SW Ash Street
Portland, OR 97204

Dear Steve:

Multnomah County is pleased to support the Housing Authority of Portland's HOPE VI application for redevelopment of Hillsdale Terrace by providing this letter of support and accompanying resolution adopted by the Board of County Commissioners at our meeting today.

The County has many roles in our community, the main one is ensuring safety net services for those in need. Our long-term partnership with HAP is centered on the ideal of providing supportive services to those you help to house.

Hillsdale Terrace is an extremely distressed and isolated public housing property in Southwest Portland. Residents struggle to gain access to educational, employment and social services that would help them achieve a better quality of life. The despair felt among many residents at Hillsdale Terrace is due in large part to rundown facilities and lack of available resources, whether educational, professional or social.

HAP's comprehensive community needs assessment, conducted this past summer, found that Hillsdale Terrace residents want a safer community, a stronger connection with surrounding neighborhoods, better educational programs for their children and improved access to health care as well as healthier foods. Multnomah County's array of services can assist in meeting some of these needs.

We are pleased that the U.S. Department of Housing and Urban Development has placed an emphasis in this round of funding on early childhood development and appreciate that HAP plans to build classrooms dedicated to early childhood development at the new Hillsdale Terrace. Neighborhood House, a long-time county partner and the proposed operator of these classrooms, has a proven track record in addressing the needs of young children and their families.

With the redevelopment of Hillsdale Terrace, Multnomah County will be able to expand its services to current and future residents of the Hillsdale community. These services will cover both the relocation and re-occupancy phases of the HOPE VI grant.

Environmental Health - \$19,200

There is growing awareness worldwide that the remaining differences in health status among groups in society are largely the result of the differing social conditions these groups experience. These social conditions include economic and employment status,

educational attainment, and respect and dignity. Public health professionals are coming to the conclusion that if we want to eliminate persistent health inequities, we must work with non-traditional partners to address social conditions *and* support individuals and communities to increase control over their lives and their health. This awareness produced the definition of health promotion adopted by the World Health Organization in its 1986 Ottawa Charter: "Health promotion is the process of enabling people to increase control over, and to improve their health."

Multnomah County's Healthy Homes/Health Education program will educate HAP landlords, property managers, and tenants about environmental health issues with the goal of creating and maintaining healthy homes. The program's primary focus is on improving indoor air quality through the use of environmentally friendly building materials and cleaning products. Through the in-kind donation of staff members' time to conduct workshops and provide outreach services, residents will receive technical assistance on health education and learn about topics related to maintaining a healthy home and health equity. Hillsdale Terrace residents will be able to access these services during relocation and re-occupancy phases of the grant period.

The combined rate for a program development specialist and health educator would be \$96/hour (salary, fringe and modest indirect costs). At 40 hours per year for five years, the in-kind match is estimated at \$19,200.

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In 2006, the Healthy Eating Active Living (HEAL) Coalition came together to promote physical activity and healthy eating among the children and families living near and attending Clarendon Elementary School in North Portland's Portsmouth neighborhood. In 2008 James John Elementary in the St. John's neighborhood was added to the Coalition. The HEAL Coalition has been successful in promoting monthly parents meetings, a walk-to-school campaign, TV Turn Off week, a "Be Active" and runners club, fruit and vegetable promotional activities, bike riding to school by providing education and bike racks for students, and much more. The Coalition's activities are intended not only to change individual behavior through knowledge and opportunities to learn new skills, but also to implement strategies that influence community norms and lead to the adoption of policies that make it easier for the community at large to eat well and be physically active.

Building on this success, the County will work with residents at Hillsdale Terrace to form a HEAL Coalition among tenants after the redevelopment is complete. This Coalition, with staff support from Multnomah County, will encourage residents to address issues most important to their families. The estimated cost for this project including a .5 FTE Health Educator, community incentives and supplies is approximately \$75,000.

Women, Infant, Children Program - \$4,000

The WIC program provides food and nutritional support to pregnant and breastfeeding moms and children prior to the age of five years old. Multnomah County Health Department delivers these services, which include money for healthy food, nutrition education, growth monitoring and referral services for children. WIC is available to families at 185% of the federal poverty level. We anticipate 65% of children ages 0-4 will be eligible for these services, an estimated 42 children per year based on project data. In addition, pregnant women will be eligible, although it is not possible to estimate that number at this time. The Health Department will do four outreach events at Hillsdale Terrace after redevelopment to ensure those who are eligible for these services are enrolled and connected to the appropriate health clinic to deliver those services. These outreach events will occur twice a year for the first two years. The estimated in-kind contribution is \$1,000 per outreach event (staff time plus materials) is \$4,000.

Health Department – Primary Care Referral

Multnomah County does not have a health clinic in Southwest Portland however residents of Hillsdale Terrace can use health clinic services in other areas of Multnomah County. To ensure access, the Health Department will implement a simple referral process and workflow with the Resident Services Coordinator (who would have insight into identifying the families and assessing their needs), and the Medicaid Program staff. The Coordinator can submit a referral to the Health Department. We will then assist the family in scheduling appointments for both screening for Oregon Health Plan/Medicaid eligibility and a New Patient medical appointment (through PCARD, MCHD's Primary Care Access & Referral Program). This process will ensure that family members potentially eligible for coverage through the state, receive application and enrollment assistance, and that family members have access to medical care, be assigned a medical home and primary care provider. This program screened more than 33,000 individuals over the last fiscal year. We can not estimate the value of these services at this time.

Schools Uniting Neighborhoods (SUN) System - \$90,000

Multnomah County provides youth and family services through its SUN Service System (Schools Uniting Neighborhoods), which coordinates and provides educational, recreational, social, and health services throughout Multnomah County. Hillsdale Terrace is home to 101 children enrolled in all school grades, from kindergarten through high school. This number is projected to double with an influx of new families moving into the renovated Hillsdale Terrace.

The community needs assessment conducted by HAP in preparation for the HOPE VI revitalization of Hillsdale Terrace showed that 76 percent of children are not enrolled in after-school programs, such as homework clubs. The majority of parents expressed the need for such programs at the elementary, middle and high school levels, as they believe these programs help children succeed in the classroom. Multnomah County will provide on site early childhood and academic support services through existing contracted service providers for the region.

The annual contract with SUN service provider is \$20,000 and a total four and a half year cost is estimated at \$90,000.

Multnomah County Library Services -- \$20,139

Multnomah County Library is ideally suited to be an effective partner in the HOPE VI Community and Supportive Services program. The Library's priorities allow it to concentrate on services that match HAP's focus on greater economic stability, the well-being of children, and the highest possible quality of life. The Library's current priorities include:

- Being a community resource during the economic crisis, providing resources, programs and support to help people in job searches and as education support;
- Fostering early literacy, presenting programs and services designed to ensure that children will enter school ready to learn to read;
- Supporting K-12 student learning, providing the services, materials and resources they need to succeed in school;
- Providing resources for immigrants, with information and resources people need to participate successfully in life in the United States; and
- Facilitating civic engagement, inspiring participation in our community, as well as addressing issues of public concern.

One of the ways the Library provides these services to Southeast Portland residents is by providing comfortable, welcoming facilities. The closest to Hillsdale Terrace is the Hillsdale Library. The new and expanded library, which opened in 2004, is a light and airy building with high ceilings, natural light, built with numerous energy-efficient features. It has an attractive public meeting room that can accommodate 46 people,

and includes small, quiet study rooms for individual study or tutoring sessions. The Library also provides online homework help, computer labs with focus on job searching, story times for children of all ages, and a vibrant summer reading program.

Hillsdale Library and additional outreach staff provide services to families that experience barriers accessing library services in English. Services include a series of professionally evaluated classes for child care providers and caregivers of young children to improve their children's early literacy skills and their ability to enter kindergarten ready to succeed in reading. Classes are available in English, Spanish, Russian, and Vietnamese.

In addition to these services, the library will provide outreach services through the Summer Reading program to Hillsdale Terrace residents, ensuring that current residents are signed up and participating in summer reading prior to relocation.

The estimated cost of staffing and maintaining the Hillsdale Library for 2009-10 is \$2.8 million dollars, or \$147 per Hillsdale library cardholder. We are estimating that one-third of new residents will join as new cardholders in response to outreach events at Hillsdale Terrace. At that rate, the estimated value of library services to new patrons at Hillsdale Terrace is \$20,139 per year.

Aging and Disability Services - \$643,320

Multnomah County is pleased to hear that HAP will be able to serve seniors and people with disabilities at the new Hillsdale Terrace. Based on current HAP data, we project that half of the residents in one-bedroom units will be eligible for in-home services. Multnomah County, in partnership with HAP, will provide informational and referral services, case management and care coordination ensuring financial and medical benefits are in place and meet client needs. We also can connect residents with a range of peer support and intergenerational programs that support independence and choice. The estimated value of these services is \$643,320 over the next two and a half years.

- Nine households - 13,360 per year X 4.5 years = \$60,120 (cost of providing case management)
- Nine households - 129,600 year X 4.5 years = \$583,200 (value of in-home services and support)

In all, the total in-kind contribution we envision from Multnomah County to support the residents of Hillsdale Terrace is estimated at \$851,659.

Sincerely,

Ted Wheeler
Chair

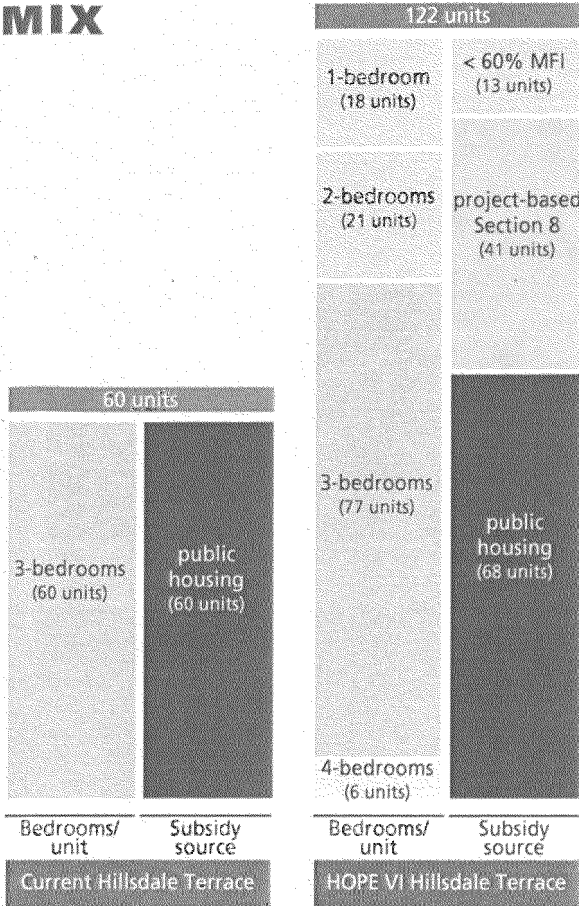
Deborah Kafoury
District 1

Jeff Cogen
District 2

Judy Shiprack
District 3

Diane McKeel
District 4

HOUSING MIX



FINANCIAL SUMMARY

Sources of Funds	in millions
Limited Partner Equity (Tax Credit Financing)	13.6
HOPE VI Grant	16.5
City of Portland	5.0
HAP Proceeds from Scattered Site Sales	6.0
Nature in Neighborhoods Grant	0.5
Total Sources	41.5

Uses of Funds	in millions
Construction Costs	27.2
Development Costs	0.8
General Fees	7.0
Construction Loan Costs/Fees	0.2
Tax Credit Fees	0.1
Bond Issuance Fees	0.2
Interest	1.5
Community & Supportive Services	2.0
Reserves/Contingency	2.6
Total Uses	41.5

HILLSDALE TERRACE
HOPE VI Redevelopment Opportunity

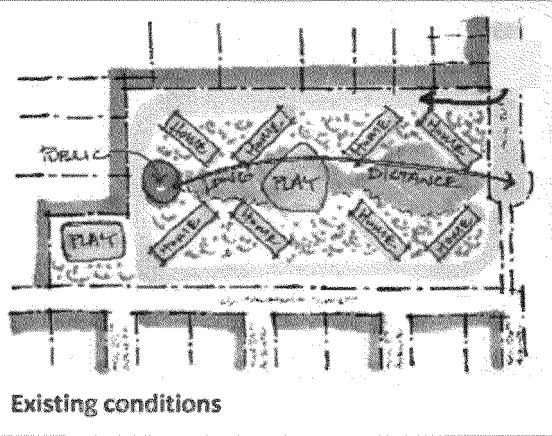
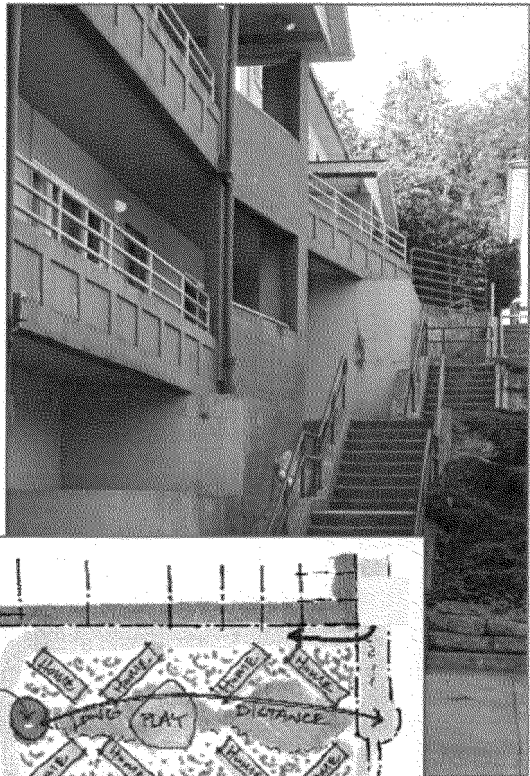
OCTOBER 2009 UPDATE

BACKGROUND

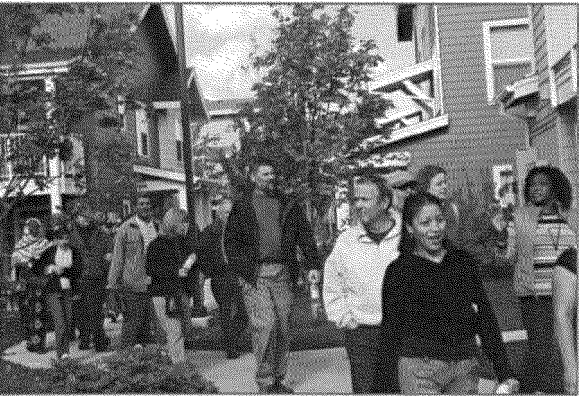
Hillsdale Terrace is located in SW Portland’s Multnomah neighborhood. It is hidden down SW 26th Avenue, south of SW Capitol Highway and Mittleman Jewish Community Center, in a six-acre bowl-like setting where few people know it exists. HAP built the current 60 units of three-bedroom apartments in 1968, after a highly contentious public battle over the siting of this public housing community.

Unfortunately, the cinderblock building materials that were common in the 1960s proved to be a mistake at this site. After repeated attempts to remedy the problems, dampness and mold continue to plague building maintenance. The steep sides of the bowl contributed to an original design that does not allow realistic ADA accessibility for most residents. Overall, the current property is HAP’s most expensive to maintain and is an unwelcoming location that does little to instill pride in the community.

This property has been on the HAP’s top-three priority list for complete redevelopment since the beginning of the federal HOPE VI program. After the successful redevelopment of both New Columbia (854 homes on 82 acres) and Humboldt Gardens (130 homes on five acres), the time has come for HAP to address the needs of Hillsdale Terrace.



HAP’S COMMITMENT TO COMMUNITY ENGAGEMENT



Community Advisory Committee - After learning of a successful grant award, HAP will convene a Community Advisory Committee (CAC) comprised of a wide variety of stakeholders. This group will be charged with advising HAP’s Board of Commissioners on key elements such as resident relocation, physical design, economic participation during construction, and community services.

Similar to the successful CAC processes used at New Columbia and Humboldt Gardens, we envision a series of monthly meetings that bring together representatives from residents, adjacent neighbors, neighborhood and business associations, educators, faith communities, social service providers and city/county bureau representatives.



Community Design Workshops – Rather than attempting to gather design input from separate organizations in a scatter-shot method, HAP has found that successful community design occurs with residents, neighbors, and other community members working together in the same room, “elbow to elbow” with design professionals. Using this engagement model, the design workshops will be open to all interested participants and typically occur as a monthly series with designers bringing revisions based upon previous input back for discussion at each new meeting.

PRELIMINARY ANALYSIS -
EARLY 2009

In March 2009 HAP’s Board of Commissioners directed staff to undertake the preparation of a HOPE VI grant application. Prior to that decision, staff had prepared a feasibility study that demonstrated a cost-effective approach. Geo-technical engineering analysis indicates state-of-the-art, sustainable designs for ground and surface water run-off can alleviate current problems. Five key redevelopment goals emerged:

- Increase affordable housing opportunities in southwest Portland
- Correct existing conditions of physical distress
- Reduce operating costs
- Improve services available to residents
- Improve relationships and enhance partnerships in the community.

KEY MILESTONES

- Nov. 2009 – Submit HOPE VI grant application
- Feb. 2010 – Potential notice of grant award
- Mar. 2010 – Convene Community Advisory Committee
- June 2010 – Begin resident relocation (6 months)
- Mar. 2011 – Begin demolition & infrastructure
- April 2011 – Begin construction (15 months)
- Aug. 2012 – Residents begin to move back

COMMUNITY DESIGN PROCESS – SUMMER/FALL 2009



With an initial open house on site to kick-off the process and the first community design workshop in early June, HAP was well prepared for the release of the federal "Notice of Funding Availability" (NOFA) in July. After advertisements in local papers, door-to-door canvassing of Hillsdale Terrace residents, adjacent neighbors and businesses, personal invitations at two neighborhood associations (Multnomah and nearby Hillsdale), and letters to educational, social service and faith community representatives, a wide spectrum of stakeholders participated in the community events (including a second design workshop in August and a final open house in October).

SUPPORTING FAMILY SELF-SUFFICIENCY

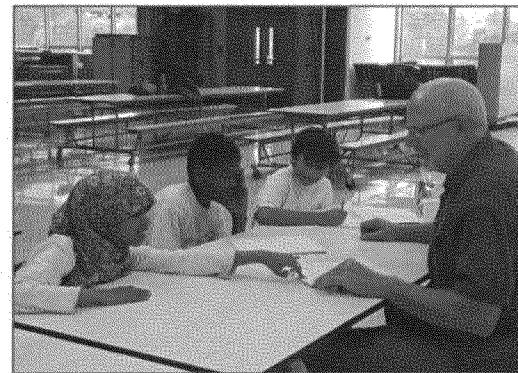
Temporary relocation - As with HAP's two previous HOPE VI redevelopments, existing residents will receive full relocation services including the choice to use a Section 8 voucher to rent an apartment in southwest Portland – keeping families and schools stable whenever possible during the approximately two years of relocation.

Supporting resident success - After a series of eight meetings with residents over the spring/summer planning period, three primary objectives have been identified to meet the needs of residents:

- Promote economic stability and family self-sufficiency through access to job training and career advancement.
- Support youth to excel at all they do. This includes a focus on early childhood education.
- Create a healthy, sustainable, and well connected community. This includes a focus on health and food security with community gardens.

Community partnerships - As part of this redevelopment process, over \$4 million in commitments have been obtained from over thirty social service providers. This includes strong partnerships with Neighborhood House, Multnomah County Human Services, Portland Parks and Recreation, YWCA, Oregon Department of Human Services, Big Brothers/Big Sisters, Portland Community College, and WorkSystems Inc.

First opportunity to return - A key component for the new resident community will be a desire and commitment to return to a community focused on self-sufficiency. At the time a new lease is signed, each household member who is "working able" (i.e. adults not elderly or disabled) will be required to participate in HAP's Opportunity Housing Initiative (OHI). With a goal to transition households out of subsidized housing in five years, OHI participants receive extensive counseling and services in addition to the opportunity to use a portion of their rent towards an asset building savings account that can be used for further education or a down payment on the purchase of their first home.



SUSTAINABLE DEVELOPMENT & A NEW MIX OF USES

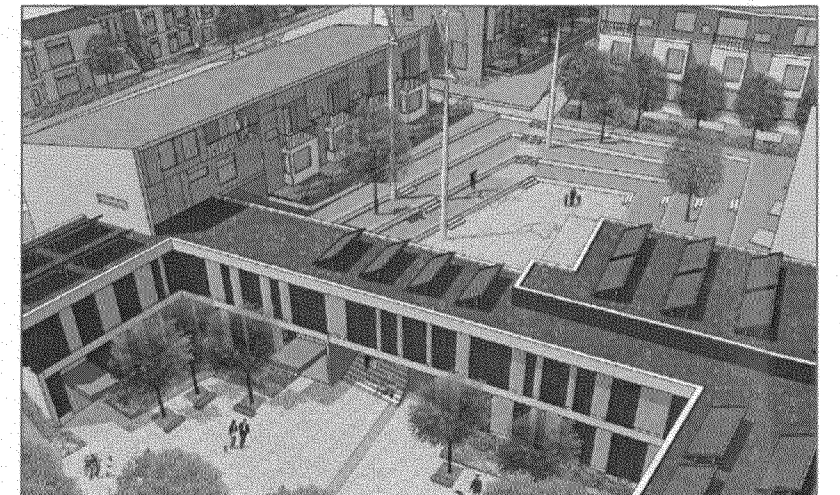
The underlying zoning of the site now requires a minimum density of 109 units. With plans to cut and fill to help truly "terraced" the site, a new mix of uses is envisioned:

- Sustainable, green building features such as bioswales and cisterns to manage surface water; an energy-efficient geo-thermal "heat exchange" heating and cooling system; and finishes to ensure clean indoor air quality,
- Community garden/urban farm spaces (including the potential for a large garden in partnership with the neighboring Hillsdale Community Church),
- 12 units will be fully ADA accessible and 68 units will be fully visitable,
- A community center for resident and neighborhood activities,
- Head Start classrooms including a focus on early childhood education,
- Defensible space for safe & secure housing (CPTED goals),
- Open space, landscaping, and play areas,
- Internal circulation and connections off site; including pedestrian, bike and trail improvements:

1) along the unimproved right of way of SW 26th Avenue (between the current terminus in front of Hillsdale Terrace and the next paved section at SW Texas Street) ;

2) bike/pedestrian improvements along SW California Street; and

3) relocation of an existing pedestrian connection that cuts through the Kesser Israel parking lot to SW Capital Highway.



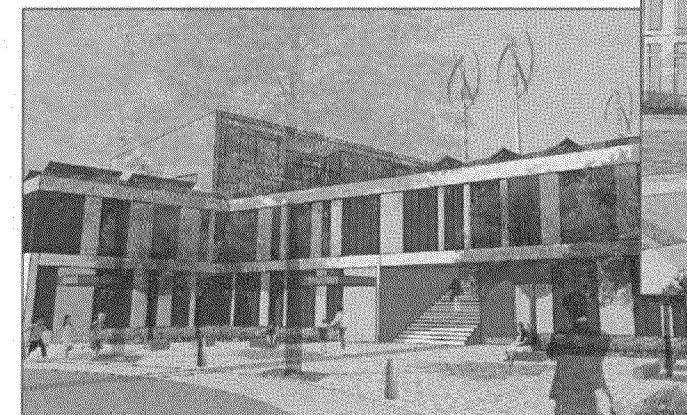
Preliminary concept: Community building and courtyards



Preliminary concept: Large family townhouses and ADA flats



Preliminary concept: Small family townhouses and ADA flats



Preliminary concept: Entry courtyard and Head Start facility

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 09-135

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Hillsdale Terrace Apartments

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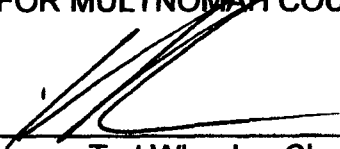
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ADOPTED this 29th day of October 2009.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Agnes Sowle, County Attorney

SUBMITTED BY:
Commissioner Deborah Kafoury



Board of County Commissioners
MULTNOMAH COUNTY OREGON

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214

October 29, 2009

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The WIC program provides food and nutritional support to pregnant and breastfeeding moms and children prior to the age of five years old. Multnomah County Health Department delivers these services, which include money for healthy food, nutrition education, growth monitoring and referral services for children. WIC is available to families at 185% of the federal poverty level. We anticipate 65% of children ages 0-4 will be eligible for these services, an estimated 42 children per year based on project data. In addition, pregnant women will be eligible, although it is not possible to estimate that number at this time. The Health Department will do four outreach events at Hillsdale Terrace after redevelopment to ensure those who are eligible for these services are enrolled and connected to the appropriate health clinic to deliver those services. These outreach events will occur twice a year for the first two years. The estimated in-kind contribution is \$1,000 per outreach event (staff time plus materials) is \$4,000.

Health Department – Primary Care Referral

Multnomah County does not have a health clinic in Southwest Portland however residents of Hillsdale Terrace can use health clinic services in other areas of Multnomah County. To ensure access, the Health Department will implement a simple referral process and workflow with the Resident Services Coordinator (who would have insight into identifying the families and assessing their needs), and the Medicaid Program staff. The Coordinator can submit a referral to the Health Department. We will then assist the family in scheduling appointments for both screening for Oregon Health Plan/Medicaid eligibility and a New Patient medical appointment (through PCARD, MCHD's Primary Care Access & Referral Program). This process will ensure that family members potentially eligible for coverage through the state, receive application and enrollment assistance, and that family members have access to medical care, be assigned a medical home and primary care provider. This program screened more than 33,000 individuals over the last fiscal year. We can not estimate the value of these services at this time.

Schools Uniting Neighborhoods (SUN) System - \$90,000

Multnomah County provides youth and family services through its SUN Service System (Schools Uniting Neighborhoods), which coordinates and provides educational, recreational, social, and health services throughout Multnomah County. Hillsdale Terrace is home to 101 children enrolled in all school grades, from kindergarten through high school. This number is projected to double with an influx of new families moving into the renovated Hillsdale Terrace.

The community needs assessment conducted by HAP in preparation for the HOPE VI revitalization of Hillsdale Terrace showed that 76 percent of children are not enrolled in after-school programs, such as homework clubs. The majority of parents expressed the need for such programs at the elementary, middle and high school levels, as they believe these programs help children succeed in the classroom. Multnomah County will provide on site early childhood and academic support services through existing contracted service providers for the region.

The annual contract with SUN service provider is \$20,000 and a total four and a half year cost is estimated at \$90,000.

Multnomah County Library Services -- \$20,139

Multnomah County Library is ideally suited to be an effective partner in the HOPE VI Community and Supportive Services program. The Library's priorities allow it to concentrate on services that match HAP's focus on greater economic stability, the well-being of children, and the highest possible quality of life. The Library's current priorities include:

- Being a community resource during the economic crisis, providing resources, programs and support to help people in job searches and as education support;
- Fostering early literacy, presenting programs and services designed to ensure that children will enter school ready to learn to read;
- Supporting K-12 student learning, providing the services, materials and resources they need to succeed in school;
- Providing resources for immigrants, with information and resources people need to participate successfully in life in the United States; and
- Facilitating civic engagement, inspiring participation in our community, as well as addressing issues of public concern.

One of the ways the Library provides these services to Southeast Portland residents is by providing comfortable, welcoming facilities. The closest to Hillsdale Terrace is the Hillsdale Library. The new and expanded library, which opened in 2004, is a light and airy building with high ceilings, natural light, built with numerous energy-efficient features. It has an attractive public meeting room that can accommodate 46 people,

and includes small, quiet study rooms for individual study or tutoring sessions. The Library also provides online homework help, computer labs with focus on job searching, story times for children of all ages, and a vibrant summer reading program.

Hillsdale Library and additional outreach staff provide services to families that experience barriers accessing library services in English. Services include a series of professionally evaluated classes for child care providers and caregivers of young children to improve their children's early literacy skills and their ability to enter kindergarten ready to succeed in reading. Classes are available in English, Spanish, Russian, and Vietnamese.

In addition to these services, the library will provide outreach services through the Summer Reading program to Hillsdale Terrace residents, ensuring that current residents are signed up and participating in summer reading prior to relocation.

The estimated cost of staffing and maintaining the Hillsdale Library for 2009-10 is \$2.8 million dollars, or \$147 per Hillsdale library cardholder. We are estimating that one-third of new residents will join as new cardholders in response to outreach events at Hillsdale Terrace. At that rate, the estimated value of library services to new patrons at Hillsdale Terrace is \$20,139 per year.

Aging and Disability Services - \$643,320

Multnomah County is pleased to hear that HAP will be able to serve seniors and people with disabilities at the new Hillsdale Terrace. Based on current HAP data, we project that half of the residents in one-bedroom units will be eligible for in-home services. Multnomah County, in partnership with HAP, will provide informational and referral services, case management and care coordination ensuring financial and medical benefits are in place and meet client needs. We also can connect residents with a range of peer support and intergenerational programs that support independence and choice. The estimated value of these services is \$643,320 over the next two and a half years.

- Nine households - 13,360 per year X 4.5 years = \$60,120 (cost of providing case management)
- Nine households - 129,600 year X 4.5 years = \$583,200 (value of in-home services and support)

In all, the total in-kind contribution we envision from Multnomah County to support the residents of Hillsdale Terrace is estimated at \$851,659.

Sincerely,

Ted Wheeler
Chair

Deborah Kafoury
District 1

Jeff Cogen
District 2

Judy Shiprack
District 3

Diane McKeel
District 4



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (revised 09/22/08)

APPROVED : MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-4 DATE 10/29/09
DEBORAH L. BOGSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-4
Est. Start Time: 10:30 AM
Date Submitted: 10/20/09

BUDGET MODIFICATION: DA-03

BUDGET MODIFICATION DA-2010-03 Appropriating \$95,162 from the US
Agenda Department of Justice, Bureau of Justice Assistance, American Recovery and
Title: Reinvestment Act Grant Funding Program

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: 5 minutes
Department: District Attorney's Office Division: Administration
Contact(s): D. Scott Marcy
Phone: 503-988-3863 Ext. 83863 I/O Address: 101/600
Presenter(s): Michael D. Schrunk

General Information

1. What action are you requesting from the Board?

The District Attorney's Office requests that the Board appropriate \$95,162 in grant funding from US Department of Justice, Bureau of Justice Assistance, Justice Assistance Grant ARRA program for the Sexual Offender Registration Detail project (SORD).

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Sex offender registration is an important tool in the hands of law enforcement to locate sex offenders, keep communities apprised of sex offenders residing in their neighborhoods, and prevent future offenses by known sex offenders by making it more likely that they will be identified, apprehended and prosecuted if they recidivate. In Multnomah County at least 19 percent of sex offenders required to register are out of compliance with registration laws. In 2008, MCDA issued just 141 cases in which one of the charges was failure to register as a sex offender – an incredibly small number since over 513 sex offenders are out of compliance at any given time.

The SORD program is a collaborative effort with the Portland Police Bureau and is designed and intended to accomplish the following two goals: 1) Prevent and reduce violent crime in the community by enforcing sex offender registration requirements by creating one SORD prosecutor job to prosecute all failure to register as a sex offender cases. 2) Prevent and reduce violent crime in the community by performing community outreach to educate parents and concerned citizens on how to access data to locate and monitor known sex offenders in their neighborhoods.

The SORD grant provides a total of \$248,642 over a period of two years.

3. Explain the fiscal impact (current year and ongoing).

This will increase the District Attorney's Fed/State 1505 fund budget by a total of \$95,162, the County's Insurance fund by \$12,474, the contingency fund by \$2,430 and the DA departmental indirect by \$3,386. The following year the remainder of the grant funding will be budgeted .

4. Explain any legal and/or policy issues involved.

None

5. Explain any citizen and/or other government participation that has or will take place.

None

ATTACHMENT A

Budget Modification

If the request is a **Budget Modification**, please answer all of the following in detail:

- **What revenue is being changed and why?**

This will increase the District Attorney's Fed/State 1505 fund budget by a total of \$95,162, the County's Insurance fund by \$12,474, the contingency fund by \$2,430 and the DA departmental indirect by \$3,386

- **What budgets are increased/decreased?**

The District Attorney's Office program offer 15011 Unit D Violent Person Crimes Unit.

- **What do the changes accomplish?**

The change allows the DA Office to add a 1 FTE Deputy DA 2 position to Unit D Violent Person Crimes Unit.

- **Do any personnel actions result from this budget modification? Explain.**

Yes, allows for the creation of a 1 FTE Deputy DA 2 position in the DA Office.

- **How will the county indirect, central finance and human resources and departmental overhead costs be covered?**

This grant pays for both central indirect and departmental indirect at the combined rate of 6.51%

- **Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?**

The funding is one time only lasting for a period of two years. There are no plans to continue the program after the expiration of the grant period.

- **If a grant, what period does the grant cover?**

The grant period is from August 1, 2009 until July 31, 2011.

- **If a grant, when the grant expires, what are funding plans?**

There are no current funding plans beyond this grant period.

<p><i>NOTE: If a Budget Modification or a Contingency Request attach a Budget Modification Expense & Revenues Worksheet and/or a Budget Modification Personnel Worksheet.</i></p>

ATTACHMENT B

BUDGET MODIFICATION: DA-2010-03

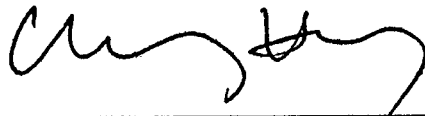
Required Signatures

**Elected Official or
Department/
Agency Director:**



Date: 10/19/09

Budget Analyst:



Date: 10/20/09

Department HR:



Date: 10/20/09

Countywide HR:



Date: 10/20/09

Budget Modification ID: **DA 2010-3****EXPENDITURES & REVENUES**

Please show an increase in revenue as a negative value and a decrease as a positive value for consistency with SAP.

Budget/Fiscal Year: 2010

Line No.	Fund Center	Fund Code	Program #	Func. Area	Accounting Unit			Cost Element	Current Amount	Revised Amount	Change Increase/ (Decrease)	Subtotal	Description
					Internal Order	Cost Center	WBS Element						
1	15-10	32370	15011	50			DA SORD.ARRA	60000	-	57,479	57,479		permanent
2	15-10	32370	15011	50			DA SORD.ARRA	60130	0	16,658	16,658		salary related
3	15-10	32370	15011	50			DA SORD.ARRA	60140	0	12,474	12,474		Insurance
4	15-10	32370	15011	50			DA SORD.ARRA	60260	0	2,041	2,041		travel & education
5	15-10	32370	15011	50			DA SORD.ARRA	60200	0	694	694		communications
6	15-10	32370	15011	50			DA SORD.ARRA	60350	0	2,430	2,430		indirect
7	15-10	32370	15011	50			DA SORD.ARRA	60355		3,386	3,386		Department indirect
8	15-10	32370	15011	50			DA SORD.ARRA	50170		(95,162)	(95,162)		fed direct revenue
9	19	1000		20		9500001000		50310		(2,430)	(2,430)		central indirect revenue
10	19	1000		20		9500001000		60470		2,430	2,430		offsetting contingency expense
11	15-10	1000	15011	50			DA SORD.ARRA.gf	50370		(3,386)	(3,386)		
12	15-10	1000	15011	50			DA SORD.ARRA.gf	60240		3,386	3,386		
13	72-10	3500		20		705210		50316		(12,474)	(12,474)		insurance fund revenue
14	72-10	3500		20		705210		60330		12,474	12,474		expense claim
15										0			
16										0			
17										0			
18										0			
19										0			
20										0			
21										0			
22										0			
23										0			
24										0			
25										0			
26										0			
27										0			
28										0			
29										0			
											0	0	Total - Page 1
											0	0	GRAND TOTAL

ANNUALIZED PERSONNEL CHANGEChange on a full year basis even though this action affects only a part of the fiscal year (FY).

							ANNUALIZED			
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
32373	6252	63050	da sord.arra	Deputy DA 2		1.00	76,639	22,210	16,632	115,481
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
TOTAL ANNUALIZED CHANGES						1.00	76,639	22,210	16,632	115,481

CURRENT YEAR PERSONNEL DOLLAR CHANGECalculate costs/savings that will take place in this FY; these should explain the actual dollar amounts being changed by this Bud Mod.

							CURRENT YEAR			
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
32373	6252	63050	da sord.arra	Deputy DA 2		0.75	57,479	16,658	12,474	86,611
										0
										0
										0
										0
										0
										0
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										0
										0
										0
										0
										0
										0
										0
										0
TOTAL CURRENT FY CHANGES						0.75	57,479	16,658	12,474	86,611



Department of County Management
MULTNOMAH COUNTY OREGON
Human Resources

Multnomah Building
501 SE Hawthorne, Suite 400
Portland, Oregon 97214
(503) 988-5015 Phone
(503) 988-3009 Fax

To: Scott Marcy, District Attorney, Finance
From: Candace Busby, Classification and Compensation Unit (503/4)
Date: October 20, 2009
Subject: Reclassification Request # 1342 (New)

We have completed our review of your request and the decision is outlined below.

Request Information:

Date Request Received: October 19, 2009
Current Classification: N/A
Job Class Number: N/A
Pay Grade: N/A

Position Number: TBD
Requested Classification: Deputy District Attorney 2
Job Class Number: 6252
Pay Grade: 6252

Request is: ☒ Approved as Requested

Effective Date: October 20, 2009

Allocated Classification: Deputy District Attorney 2 Job Class Number: 6252
Pay Range: \$65,996.88 to \$80,242.32 annually Pay Grade: 6252

Please note this classification decision is subject to all applicable requirements stated in MC Personnel Rule 5-50 and may require Board of County Commissioners' approval. This decision is considered preliminary until such approval is received.

Position Information:

☒ Vacant - see New/Vacant Section

New/Vacant Position Information:

If the position is vacant or incumbent not reclassified with position, position must be filled in accordance with the normal appointment procedures. If position is reclassified due to reorganization, a limited recruitment process may be conducted. Please consult with the Department Human Resources Unit for assistance.

Reason for Classification Decision:

This is a two year grant funded position from US Department of Justice Bureau of Justice Assistance Justice Assistance Grant ARRA program for the Sexual Offender Registration Detail project (SORD).

The SORD program is a collaborative effort with the Portland Police Bureau and is designed and intended to accomplish the following two goals: 1) Prevent and reduce violent crime in the community by enforcing sex offender registration requirements by creating one SORD prosecutor job to prosecute all failure to register as a sex offender cases. 2) Prevent and reduce violent crime in the community by performing community outreach to educate parents and concerned citizens on how to access data to locate and monitor known sex offenders in their neighborhoods. The requested position is the SORD prosecutor job which will prosecute all failure to register as a sex offender cases. Based on the information provided, the duties and responsibilities align with the Deputy District Attorney 2 classification.

If you have any questions, please feel free to contact me at 503-988-5015 ext. 24422.

cc: Jodi Erickson, HR Manager Jamila Harris, HR Maintainer Class Comp File Copy



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-5
Est. Start Time: 10:33 AM
Date Submitted: 10/21/09

Agenda Title: Authorizing the Settlement of a Wrongful Death Claim Against Multnomah County

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: 5 minutes
Department: Non-Departmental Division: County Attorney
Contact(s): Agnes Sowle
Phone: 503-988-3138 Ext. 83138 I/O Address: 503/500
Presenter(s): Stephen L. Madkour, Assistant County Attorney

General Information

1. What action are you requesting from the Board?

Authorize the settlement of the case *Barnes v. Multnomah County* for the total amount of \$50,000.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Board approval would authorize the full and final settlement of a wrongful death claim against Multnomah County. The case concerns the death of a minor who was under the county's supervision.

3. Explain the fiscal impact (current year and ongoing).

N/A

4. Explain any legal and/or policy issues involved.

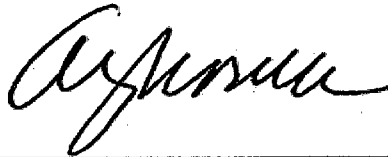
On December 18, 2003, the Board adopted Resolution 03-171 delegating authority to the County Attorney to settle claims and litigation against the County or its employees in amounts up to \$25,000 per case. The County Attorney must obtain Board approval for all settlements of over \$25,000.

5. Explain any citizen and/or other government participation that has or will take place.

N/A

Required Signature

**Elected Official or
Department/
Agency Director:**

A handwritten signature in dark ink, appearing to be "A. J. Smith", written over a horizontal line.

Date: 10/21/2009



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

APPROVED : MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-6 DATE 10/29/09
DEBORAH L. BOBSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-6
Est. Start Time: 10:37 AM
Date Submitted: 10/14/09

BUDGET MODIFICATION: DCJ- 09

BUDGET MODIFICATION: DCJ- 09 Appropriating \$151,636 from the US Department of Justice, Improving Community Response to the Commercial Sexual Exploitation of Children Grant in the Department of Community Justice's Federal/State Fund

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date:	<u>October 29, 2009</u>	Amount of Time Needed:	<u>5 minutes</u>
Department:	<u>Dept. of Community Justice</u>	Division:	<u>Employee, Community & Clinical Services</u>
Contact(s):	<u>Shaun Coldwell</u>		
Phone:	<u>503-988-3961</u>	Ext.	<u>83961</u>
	I/O Address:		<u>503 / 250</u>
Presenter(s):	<u>Kathleen Treb</u>		

General Information

1. What action are you requesting from the Board?

The Department of Community Justice (DCJ) requests approval of budget modification DCJ-09. This budget modification will appropriate \$151,636 from the US Department of Justice Office of Juvenile Justice and Delinquency Prevention (OJJDP), Improving Community Response to the Commercial Sexual Exploitation of Children (CSEC) grant, to the Fiscal Year 2010 budget.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Portland has a particularly high prevalence of sexual exploitation of children/youth (CSEC) because it is located along the I-5 corridor. Downtown Portland has become the destination for many runaways from other areas of Oregon and neighboring states. Coupled with the areas high level of unemployment, there has be an increase in runaway/homeless youth who have limited income potential. For these youth, sex work becomes a potential source of income.

In the past year, local, state, and federal law enforcement in Multnomah County have worked on over 50 sex trafficking cases involving both domestic and international victims. This is believed to be only a fraction of suspected activity in Oregon. There have also been two known homicides of young women involved in sex work/pornography within the last five years in the County

The OJJDP CSEC grant will enable DCJ to work closely with the Multnomah County Sheriffs Office by providing coordination of several existing efforts to identify and address commercial sexual exploitation of children, support services to victims of CSEC, and provide needed assistance, such as emergency housing to this population. The purpose of this funding is to support communities in combating the commercial sexual exploitation of children by improving training and coordination activities within the community.

This grant enhances FY 2010 program offer 50002- DCJ Employee, Community & Clinical Services.

3. Explain the fiscal impact (current year and ongoing).

The OJJDP CSEC grant has been awarded for a three-year grant period beginning October 1st, 2009. Of the \$500,000 award amount, \$151,636 will be added to DCJ's Fiscal Year 2010 budget, and the remaining funds will be included in the Fiscal Year 2011 and Fiscal Year 2012 Adopted budgets.

4. Explain any legal and/or policy issues involved.

It is the policy of Multnomah County to make all employment decisions without regard to race, religion, color, national origin, sex, age marital status, disability, political affiliations, sexual orientation, or any other non-merit factor.

5. Explain any citizen and/or other government participation that has or will take place.

A variety of government and non profit agencies were involved in writing the proposal and will continue to serve on the steering committee.

ATTACHMENT A

Budget Modification

If the request is a **Budget Modification**, please answer **all** of the following in detail:

- **What revenue is being changed and why?**

DCJ's FY-2010 budget will be increased by \$151,636 in grant funding from the U.S. Department of Justice Office of Juvenile Justice and Delinquency Prevention (OJJDP).

This grant was not available at the time that the Fiscal Year 2010 budget was submitted, and therefore this funding was not included in the Adopted budget.

The Notice of Intent to apply for this grant was approved by the Multnomah County Board of County Commissioners on June 11, 2009.

- **What budgets are increased/decreased?**

DCJ's program offer 50002- DCJ Employee, Community & Clinical Services, will be increased by \$151,636 in the Federal/State Fund. Of this amount \$62,539 will pay for 1.00 full-time Program Development Specialist Sr in DCJ, \$4,860 will be used for equipment, supplies, and required training associated with this program, \$71,284 will be contracted to local service providers, and the remaining \$12,953 will pay for Central and Departmental Indirect.

- **What do the changes accomplish?**

Appropriation of the US Department of Justice Office of Juvenile Justice and Delinquency Prevention (OJJDP), Improving Community Response to the Commercial Sexual Exploitation of Children (CSEC) grant, to DCJ's FY 2010 budget.

- **Do any personnel actions result from this budget modification? Explain.**

The OJJDP CSEC grant includes funding for 1.00 full-time Program Development Specialist Sr position.

- **How will the county indirect, central finance and human resources and departmental overhead costs be covered?**

This grant will fully pay for Central and Departmental Indirect

- **Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?**

The grant will provide \$500,000 for a three-year period beginning October 1, 2009. It is not known whether there will be an opportunity for renewal at the end of that time period.

- **If a grant, what period does the grant cover?**

October 1, 2009 through September 30, 2012

- **If a grant, when the grant expires, what are funding plans?**

It is unknown if there will be an opportunity to re-apply for these funds. It is expected that over the three years of the project the jurisdictions involved will have developed a better understanding of the prevalence and impact of CESC, have an agreed-upon strategic plan for future activities, developed the needed relationships and practices that will allow for coordination across jurisdictions, and developed an on-going funding plan.

NOTE: If a Budget Modification or a Contingency Request attach a Budget Modification Expense & Revenues Worksheet and/or a Budget Modification Personnel Worksheet.

ATTACHMENT B

BUDGET MODIFICATION: DCJ - 09

Required Signatures

**Elected Official or
Department/
Agency Director:**

Kathleen Treb for Scott Taylor

Date: 10/14/09

Budget Analyst:

[Signature]

Date: 10/14/09

Department HR:

James J. Opoka

Date: 10/14/09

Countywide HR:

Travis Graves

Date: 10/14/09

Budget Modification ID: **DCJ-09****EXPENDITURES & REVENUES**

Please show an increase in revenue as a negative value and a decrease as a positive value for consistency with SAP.

Budget/Fiscal Year: 2010

Line No.	Fund Center	Fund Code	Program #	Func. Area	Accounting Unit			Cost Element	Current Amount	Revised Amount	Change Increase/ (Decrease)	Subtotal	Description
					Internal Order	Cost Center	WBS Element						
1	50-05	21049	50002	50			CJ057.OJJDP.CSEC	50170	-	(151,636)	(151,636)		IG-OP-Direct Fed
2	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60000	-	39,604	39,604		Permanent
3	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60130	-	11,485	11,485		Salary Related Exp
4	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60140	-	11,450	11,450		Insurance Benefits
5	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60170	-	71,284	71,284		Professional Services
6	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60240	-	1,260	1,260		Supplies
7	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60260	-	3,600	3,600		Education & Training
8	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60350	-	3,772	3,772		Central Indirect
9	50-05	21049	50002	50			CJ057.OJJDP.CSEC	60355	-	9,181	9,181		Departmental Indirect
10										0		0	
11	50-00	1000	50001	50		509600		50370	(1,783,579)	(1,792,760)	(9,181)		Dept Indirect Revenue
12	50-00	1000	50001	50		509600		60240	16,613	25,794	9,181		Supplies
13										0			
14	19	1000		20		9500001000		50310		(3,772)	(3,772)		Internal Svc Reimbursement
15	19	1000		20		9500001000		60470		3,772	3,772		Contingency
16										0			
17	72-10	3500		20		705210		50316		(11,450)	(11,450)		Insurance Revenue
18	72-10	3500		20		705210		60330		11,450	11,450		Claims Paid
19										0			
20										0			
21										0			
22										0			
23										0			
24										0			
25										0			
26										0			
27										0			
28										0			
29										0			
											0	0	Total - Page 1
											0	0	GRAND TOTAL

ANNUALIZED PERSONNEL CHANGEChange on a full year basis even though this action affects only a part of the fiscal year (FY).

							ANNUALIZED			
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
1505	6088	62756	CJ057.OJJD P.CSEC	Prg Dev Spec Sr	TBD	1.00	52,805	15,313	15,267	83,385
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
TOTAL ANNUALIZED CHANGES						1.00	52,805	15,313	15,267	83,385

CURRENT YEAR PERSONNEL DOLLAR CHANGECalculate costs/savings that will take place in this FY; these should explain the actual dollar amounts being changed by this Bud Mod.

							CURRENT YEAR			
Fund	Job #	HR Org	CC/WBS/IO	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
1505	6088	62756	CJ057.OJJD P.CSEC	Prg Dev Spec Sr	TBD	0.75	39,604	11,485	11,450	62,539
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
TOTAL CURRENT FY CHANGES						0.75	39,604	11,485	11,450	62,539

Grant budget for position is effective October 1, 2009



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-7
Est. Start Time: 10:41 AM
Date Submitted: 10/07/09

Agenda Title: **Second Reading and Adoption of an ORDINANCE Amending the Multnomah County Flood Hazard Regulations to Adopt Updated Flood Insurance Rate Maps and to Incorporate Changes to the State's Model Flood Ordinance**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: 2-minutes
Department: Community Services Division: Land Use & Transportation Planning
Contact(s): Adam Barber
Phone: 503.988.3043 Ext. 22599 I/O Address: 455/1/116
Presenter(s): Adam Barber, Senior Planner

General Information

1. What action are you requesting from the Board?

Approval First Reading of an ORDINANCE Amending the Multnomah County Flood Hazard Regulations to Adopt Updated Flood Insurance Rate Maps and to Incorporate Changes to the State's Model Flood Ordinance.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

In September of 2008, Multnomah County was informed by the Federal Emergency Management Agency (FEMA) that FEMA had completed the draft update of National FIRMs in digital format (DFIRM) and update to the associated FIS for Multnomah County. The DFIRM and FIS show the extent of the 100-year flood (areas where flood probably equals a 1-percent chance of being equaled or exceed in any given year) and will be used by federally regulated lending institutions and insurance agents in determining who must purchase flood insurance and the cost of that insurance should it be necessary. These documents, which are exhibits to the ordinance, are oversized and are not included with the Board packet but are available for review upon request.

In June of 2009, Multnomah County was informed by FEMA that the revised FIRMs and FIS will become effective on December 18th 2009. Multnomah County must show evidence FIRM and FIS adoption prior to this date as a condition of continued eligibility in the NFIP in addition to the adoption of floodplain management regulations that meet the standards of Paragraph 60.3(d) of the NFIP.

NFIP regulations were updated to prohibit the establishment of new manufactured dwellings in the floodplain, with exception to the replacement of an existing lawfully established manufactured dwelling. Additionally, new manufactured dwellings in the regulatory floodway, and new structures accessory to a manufactured dwelling, must now be elevated at least 18-inches above the base flood elevation (BFE). The current elevation requirement for both types of structures is 12-inches. Proposed changes are necessary to ensure that the building codes limit risk of flood related hazards as envisioned in Comprehensive Plan Policy 14, to implement Metro Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation), and to ensure property owners maintain eligibility for insurance through the NFIP.

The Planning Commission is recommending proposed amendments to the county's Flood Hazard regulations. This ordinance is used to review proposed development generally within the 100-year floodplain. These amendments adopt revised Flood Insurance Rate Maps (FIRM), a revised Flood Insurance Study (FIS) and ensure compliance with floodplain management regulations that meet the standards of Paragraph 60.3(d) of the National Flood Insurance Program (NFIP). This action also completes an element of the Multnomah County Hazard Mitigation Plan, Action Item Lt 1.6.

3. Explain the fiscal impact (current year and ongoing).

There are no anticipated fiscal impacts to the county as a result of these ordinance amendments. The proposed revisions will allow the county's continued participation in the NFIP which enables citizens to purchase flood insurance.

A mandatory change to the regulations involves the prohibition of new manufactured dwellings in the regulatory floodway, unless the dwelling is replacing a lawfully established, existing manufactured dwelling. Although an owner of vacant land could still construct a traditionally constructed dwelling in the floodway, this would likely result in higher project costs. Residential development requests in the regulatory floodway (areas of moving flood waters) are extremely rare in our jurisdiction and therefore we do not anticipate this change having widespread impact on development requests.

Another mandatory change requires new manufactured dwellings and new structures accessory to manufactured dwellings located anywhere in the floodplain to be elevated 18-inches above the flood level as opposed to the current 12-inch elevation requirement. Although this could increase construction costs, the increase is not expected to be significant.

4. Explain any legal and/or policy issues involved.

Multnomah County is responsible for administration of a local floodplain management ordinance that must contain, at a minimum, Federal regulation requirements of the NFIP that provide performance standards for activities in the floodplains. Deficiencies in the county's local floodplain management ordinance have been identified related to manufactured dwelling construction, and to development of structures accessory to manufactured dwellings. This proposed ordinance corrects these deficiencies.

Additionally, this ordinance adopts recent updates to the county's FIRMs and FIS as required by FEMA. The county will be disqualified from participation in the National Flood Insurance Program if the new maps and study are not made effective by December 18th, 2009. Citizens would no longer be able to purchase flood insurance if the county were disqualified from this national program.

Ordinance changes also limit review of development within the 1996-storm inundation areas to lands inside the Metro Jurisdictional Boundary. Current code requires review countywide when development is proposed in areas inundated in 1996. This requirement exceeds Metro Title 3 requirements and also results in the regulation of large portions of Sauvie Island inside the flood protection levee. The Planning Commission has carefully considered this issue on a number of occasions and recommends the Board amend the ordinance to only require review inside the Metro jurisdictional boundary for development within the 1996-storm inundation area. This change is consistent with Metro Title 3 provisions.

5. Explain any citizen and/or other government participation that has or will take place.

County staff conducted a joint public meeting with staff from FEMA and DLCD on November 18th, 2008 to introduce the new maps and study to the public. All owners of property within the 100-year floodplain were invited. Notice of the September 14th, 2008 Planning Commission Hearing was mailed to all owners of unincorporated property either within the 100-year floodplain or within the areas mapped as being inundated during the 1996-storm event and notice of this Board of County Commissioners hearing was published in the Oregonian newspaper. FEMA and the DLCD have both been notified of this project and proposed ordinance changes. In addition, the Sauvie Island Drainage Company and Multnomah County Drainage District also participated in this code revision process.

Required Signature

**Elected Official or
Department/
Agency Director:**



Date: 10/06/09

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. _____

Adopting Updated Flood Hazard Regulations and Maps and Amending MCC Chapter 29 Relating to Flood Hazard Regulations

(Language ~~stricken~~ is deleted; double underlined language is new.)

The Multnomah County Board of Commissioners Finds:

- a. The Planning Commission is authorized by Multnomah County Code Chapter 37 to recommend to the Board of County Commissioners the adoption, revision, or repeal of regulations intended to carry out all or part of a plan adopted by the Board.
- b. Flood Hazard regulations implement Policy 14 of the County Comprehensive Framework Plan, for Development Limitations, and related provisions of the County's Rural Area Plans. The regulations apply to rural and urban unincorporated lands that are generally within the 100 year flood boundary as identified by the Federal Emergency Management Agency (FEMA).
- c. In June of 2009, Multnomah County was informed by the Federal Emergency Management Agency (FEMA) that the revised Flood Insurance Rate Maps (FIRM) and Flood Insurance Study (FIS) will become effective on December 18th, 2009. The DFIRM and FIS show the extent of the 100-year flood (areas where flood probably equals a 1-percent chance of being equaled or exceed in any given year).
- d. Multnomah County must adopt the FIRM and FIS prior to December 18th, 2009 as a condition of continued eligibility in the NFIP in addition to the adoption of floodplain management regulations that meet the standards of Paragraph 60.3(d) of the NFIP.
- e. Multnomah County code must also be amended to provide additional flood protection to manufactured dwellings and structures accessory to manufactured dwellings. Other optional revisions include addition of definitions and changes requiring flood hazard review within areas inundated during the 1996 flood only when located inside of the metro boundary to better align with Metro Title 3 requirements.
- f. Proposed changes are necessary to ensure that the building codes limit risk of flood related hazards as envisioned in Policy 14, to implement Metro Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation), and to ensure property owners maintain eligibility for insurance through the NFIP.

Multnomah County Ordains as follows:

Section 1. The Flood Insurance Rate Maps and the Flood Insurance Study Number 41051CV000A, "Multnomah County, Oregon and Incorporated Areas" referenced in the attached Exhibits A and B, respectively are adopted.

Section 2. MCC 29.601 is amended as follows:

29.601 Definitions.

For the purpose of this subchapter, the following definitions shall apply:

* * * * *

AREAS OF SPECIAL FLOOD HAZARD. All rural and urban unincorporated lands contained within the 100-year flood boundary as identified on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps (FIRM) as published by the Federal Emergency Management Agency (FEMA), and the area of inundation for the February, 1996 flood when located outside of the flood areas identified on the Flood Insurance Rate Maps within the Metro Jurisdictional Boundary.

The Areas of Special Flood Hazard identified by the Federal Insurance Administration in the ~~most recent~~ scientific and engineering report entitled “The Flood Insurance Study; Multnomah County Oregon ~~and Unincorporated Areas~~”, with accompanying Flood Insurance Rate Maps (FIRM) effective December 18th, 2009, are hereby adopted by reference for the rural and unincorporated portions of Multnomah County. Maps produced by the Metro Data Regional Center that identify the area of inundation for the February 1996 flood are also adopted by reference. The Flood Insurance Study is on file at the Multnomah County Planning Office. The best available information for flood hazard area identification as outlined in MCC 29.608 shall be the basis for regulation until a new FIRM is issued.

These maps may be periodically revised or modified by FEMA in accordance with prescribed procedures pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 92-234). In order to employ the best available information and maintain compliance with Federal Flood Insurance Program regulations, Multnomah County shall ~~utilize~~ adopt any such revisions or modifications ~~upon their effective date.~~

* * * * *

BELOW-GRADE CRAWL SPACE. An enclosed area below the base flood elevation in which the interior grade is not more than two feet below the lowest adjacent exterior grade and the height, measured from the interior grade of the crawlspace to the top of the crawlspace foundation, does not exceed 4 feet at any point.

* * * * *

STATE BUILDING CODE. Means the combined specialty codes.

* * * * *

Section 3. MCC 29.606 is amended as follows:

29.606 Development Standards.

* * * * *

(C) Residential Structures.

New construction and substantial improvement of any residential structure, including manufactured homes not considered a Critical Facility, shall:

(1) Have the lowest floor, including basement, elevated to at least one foot above the base flood elevation. All manufactured homes to be placed or substantially improved shall be elevated on a permanent foundation such that the finished floor of the manufactured home is elevated to a minimum

of 18 inches above the base flood elevation. The top of the dwelling stand for all manufactured homes subject to this provision shall be at least 12 inches above the base flood elevation (see 2002 Oregon Manufactured Dwelling and Parks Specialty Code, Chapter 3). Floating dwellings do not need to be elevated but must be able to rise with flood waters to the design flood elevation required by this section. This will require consideration of the piling heights. The lowest floor, including basement, shall be elevated to at least two feet above the base flood elevation where flood elevation data is not available either through the Flood Insurance Study, FIRM, or from another authoritative federal, state or other source. Where flood elevation data is not available, a State of Oregon registered professional engineer or architect shall also verify that the proposed construction will be reasonably safe from flooding.

* * * * *

Section 4. MCC 29.607 is amended as follows:

29.607 Floodway Requirements.

In areas identified as a floodway in MCC 29.602, the following restrictions, in addition to the requirements of MCC 29.606, shall apply:

* * * * *

(C) New manufactured dwellings are prohibited in the floodway. An existing, lawfully established manufactured dwelling located in the floodway may be replaced with either a manufactured dwelling, or a dwelling of traditional construction.

(D) A proposed structure accessory to a manufactured dwelling shall have the finished floor elevated a minimum of 18-inches above the base flood elevation.

Section 5. This Ordinance is effective December 18, 2009.

FIRST READING:

October 22, 2009

SECOND READING AND ADOPTION:

October 29, 2009

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Sandra N. Duffy, Assistant County Attorney

SUBMITTED BY:

M. Cecilia Johnson, Director, Department of Community Services

EXHIBIT LIST FOR ORDINANCE

**EXHIBIT A FLOOD INSURANCE RATE MAPS
MULTNOMAH COUNTY, OREGON**

EFFECTIVE DATE

41051C1ND0A (map index – labeled Exhibit A)	December 18, 2009
41051C0030H (panel 30 of 550)	December 18, 2009
41051C0035H (panel 35 of 550)	December 18, 2009
41051C0040H (panel 40 of 550)	December 18, 2009
41051C0045H (panel 45 of 550)	December 18, 2009
41051C0065H (panel 65 of 550)	December 18, 2009
41051C0100H (panel 100 of 550)	December 18, 2009
41051C0130H (panel 130 of 550)	December 18, 2009
41051C0135H (panel 135 of 550)	December 18, 2009
41051C0155H (panel 155 of 550)	December 18, 2009
41051C0180H (panel 180 of 550)	December 18, 2009
41051C0185H (panel 185 of 550)	December 18, 2009
41051C0205H (panel 205 of 550)	December 18, 2009
41051C0210H (panel 210 of 550)	December 18, 2009
41051C0211H (panel 211 of 550)	December 18, 2009
41051C0212H (panel 212 of 550)	December 18, 2009
41051C0214H (panel 214 of 550)	December 18, 2009
41051C0216H (panel 216 of 550)	December 18, 2009
41051C0217H (panel 217 of 550)	December 18, 2009
41051C0218H (panel 218 of 550)	December 18, 2009
41051C0219H (panel 219 of 550)	December 18, 2009
41051C0228H (panel 228 of 550)	December 18, 2009
41051C0238H (panel 238 of 550)	December 18, 2009
41051C0240H (panel 240 of 550)	December 18, 2009
41051C0245H (panel 245 of 550)	December 18, 2009
41051C0275H (panel 275 of 550)	December 18, 2009
41051C0300H (panel 300 of 550)	December 18, 2009
41051C0325H (panel 325 of 550)	December 18, 2009
41051C0360H (panel 360 of 550)	December 18, 2009
41051C0367H (panel 367 of 550)	December 18, 2009
41051C0401H (panel 401 of 550)	December 18, 2009
41051C0402H (panel 402 of 550)	December 18, 2009
41051C0403H (panel 403 of 550)	December 18, 2009
41051C0406H (panel 406 of 550)	December 18, 2009
41051C0407H (panel 407 of 550)	December 18, 2009
41051C0409H (panel 409 of 550)	December 18, 2009
41051C0426H (panel 426 of 550)	December 18, 2009
41051C0427H (panel 427 of 550)	December 18, 2009
41051C0428H (panel 428 of 550)	December 18, 2009
41051C0429H (panel 429 of 550)	December 18, 2009
41051C0435H (panel 435 of 550)	December 18, 2009

**EXHIBIT B FLOOD INSURANCE STUDY NUMBER 41051CV000A
MULTNOMAH COUNTY, OREGON AND INCORPORATED AREAS
(EFFECTIVE DECEMBER 18, 2009)**

**EXHIBITS A AND B ARE OVERSIZED AND MAY BE REVIEWED UPON REQUEST.
PLEASE CALL LAND USE AND TRANSPORTATION PLANNING AT 503 988-3043.**

**BEFORE THE PLANNING COMMISSION
for MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. PC-09-002

In the matter of recommending that the Board of Commissioners adopt revisions to the county DFIRM maps and amend County Building Code Chapter 29 pertaining to Flood Hazards.

The Planning Commission of Multnomah County Finds:

- a. The Planning Commission is authorized by Multnomah County Code Chapter 37 to recommend to the Board of County Commissioners the adoption, revision, or repeal of regulations intended to carry out all or part of a plan adopted by the Board.
- b. Flood Hazard regulations implement Policy 14 of the County Comprehensive Framework Plan, for Development Limitations, and related provisions of the County's Rural Area Plans. The regulations apply to certain rural unincorporated lands that are generally within the 100 year flood boundary as identified by the Federal Emergency Management Agency (FEMA).
- c. In June of 2009, Multnomah County was informed by the Federal Emergency Management Agency (FEMA) that the revised Flood Insurance Rate Maps (FIRM) and Flood Insurance Study (FIS) will become effective on December 18th, 2009. The DFIRM and FIS show the extent of the 100-year flood (areas where flood probably equals a 1-percent chance of being equaled or exceed in any given year).
- d. Multnomah County must adopt the FIRM and FIS prior to December 18th, 2009 as a condition of continued eligibility in the NFIP in addition to the adoption of floodplain management regulations that meet the standards of Paragraph 60.3(d) of the NFIP.
- e. Multnomah County code must also be amended to provide additional flood protection to manufactured dwellings and structures accessory to manufactured dwellings. Other optional revisions include addition of definitions and changes requiring flood hazard review within areas inundated during the 1996 flood only when located inside of the metro boundary to better align with Metro Title 3 requirements.
- f. Proposed changes are necessary to ensure that the building codes limit risk of flood related hazards as envisioned in Policy 14, to implement Metro Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation), and to ensure property owners maintain eligibility for insurance through the NFIP.

The Planning Commission of Multnomah County Resolves:

1. The proposed ordinance revisions in the September 14th, 2009 Staff Report (Exhibit 1), are hereby recommended for adoption by the Board of County Commissioners.
2. Adoption of the updated DFIRM and FIS is necessary to promote the public health, safety and general welfare, to minimize public and private losses due to flood conditions, and to allow property owners to participate in the National Flood Insurance Program (NFIP).

ADOPTED this 25th day of September, 2009.

PLANNING COMMISSION
FOR MULTNOMAH COUNTY, OREGON


John Ingle, Chair



MULTNOMAH COUNTY
LAND USE AND TRANSPORTATION PROGRAM
1600 SE 190th Avenue Portland, OR 97233
PH: 503-988-3043 FAX: 503-988-3389
<http://www.co.multnomah.or.us/landuse>

EXHIBIT 1

STAFF REPORT

AMENDMENTS TO ZONING CODE CHAPTER 29 - FLOOD HAZARD REGULATIONS

PLANNING COMMISSION HEARING

SEPTEMBER 14, 2009

CASE FILE # PC-09-002

The Federal Emergency Management Agency (FEMA) has undertaken a nationwide initiative to modernize National Flood Insurance Program maps by providing the maps in a digital format for the first time. These maps are referred to as Digital Flood Insurance Rate Maps, or 'DFIRM'. The DFIRM maps were created using detailed topography data and therefore are more accurate than the paper FEMA flood maps produced for the unincorporated county in the 1980s currently being used by the planning program. The associated Flood Insurance Study (FIS) for Unincorporated Multnomah County has also recently been updated as part of the Map Modernization initiative. The DFIRM maps identify areas that are expected to be inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year. This is commonly referred to as the 100-year flood. The FIS provides hydraulic information for numerous watercourse sections around the county. An engineer typically uses both the DFIRM maps along with the FIS data to design a project.

The amended maps and FIS report will become effective December 18, 2009. The county is required to adopt the maps and report by reference within the implementing ordinance prior to this date to remain in compliance with the National Flood Insurance Program. The county's participation in this program allows citizens to purchase flood insurance meaning this project must move through the legislative process quickly.

Although the new maps do not differ dramatically from the existing flood maps, county staff has been proactive in alerting the community to the changes. FEMA and the county jointly hosted a community meeting in Gresham November 18, 2008 to discuss the draft map and report revisions with the public. Meeting notice was published in the 'Oregonian' newspaper, posted on the county's land use planning webpage and all owners of property within the 100-year floodplain were notified of the November meeting by mail as well as all recognized neighborhood associations in the unincorporated county. The draft flood maps, which were recently finalized by FEMA, were also made available for review on the county's land use webpage.

In addition to the amendments adopting the new flood maps and study, staff is proposing minor amendments required to keep county code aligned with the most recent version of the Oregon Model Flood ordinance. This staff report also incorporates the minor ordinance change recommended by the Planning Commission at the February 2, 2009 briefing to only require development review within the 1996-storm inundation areas when located *inside* the Metro Jurisdictional Boundary consistent with Metro's Title 3 requirements. Current code requires Flood Hazard review inside the 1996-inundation area in all portions of the unincorporated county exceeding requirements codified in Metro's Title 3 regulations.

PROPOSED ORDINANCE CHANGES ARE PRESENTED BELOW

Proposed changes to the Zoning Code are shown by ~~strike through~~ for language to be deleted and double underlining for language to be added. Staff comments within each section below are shown in *italic* font. The following symbols represent a gap in regulations not central to the topic being discussed: (* * *)

§ 29.601 Definitions.

For the purpose of this subchapter, the following definitions shall apply:

(* * *)

AREAS OF SPECIAL FLOOD HAZARD. All lands contained within the 100-year flood boundary as identified on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps (FIRM) as published by the Federal Emergency Management Agency (FEMA), and the area of inundation for the February, 1996 flood when located outside of the flood areas identified on the Flood Insurance Rate Maps within the Metro Jurisdictional Boundary.

The Areas of Special Flood Hazard identified by the Federal Insurance Administration in the ~~most recent~~ scientific and engineering report entitled "The Flood Insurance Study, Multnomah County, Oregon and Unincorporated Areas", with accompanying Flood Insurance Rate Maps (FIRM) effective December 18, 2009, are hereby adopted by reference. Maps produced by the Metro Data Regional Center that identify the area of inundation for the February 1996 flood are also adopted by reference. The Flood Insurance Study is on file at the Multnomah County Planning Office. The best available information for flood hazard area identification as outlined in MCC 29.608 shall be the basis for regulation until a new FIRM is issued.

These maps may be periodically revised or modified by FEMA in accordance with prescribed procedures pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 92-234). In order to employ the best available information and maintain compliance with Federal Flood Insurance Program regulations, Multnomah County shall ~~utilize~~ adopt any such revisions or modifications ~~upon their effective date.~~

Staff Comment: The addition of language "within the Metro Jurisdictional Boundary" limits regulation of development in the 1996-flood inundation area to those areas inside the Metro Jurisdictional Boundary, as required by Metro. As previously discussed with the Planning Commission, this would alleviate the need for a landowner on the interior of Sauvie Island, behind the flood protection levee, to obtain a flood hazard permit for development within the 1996-flood inundation area. Landowners on Sauvie Island, and all other portions of the unincorporated county, will still need to obtain a Flood Hazard permit for development within the 100-year floodplain and for projects altering a watercourse.

FEMA staff indicated the effective date for the FIRM maps and associated FIS report must be specified in the county's Flood Hazard ordinance and that the existing self executing "most recent" language should be removed as it is not sufficient to adopt the revised maps and report. Changes to the last sentence also clarify that the county must adopt future revisions or modifications by specific reference.

(* * *)

BELOW-GRADE CRAWL SPACE. An enclosed area below the base flood elevation in which the interior grade is not more than two feet below the lowest adjacent exterior grade and the height, measured from the interior grade of the crawlspace to the top of the crawlspace foundation, does not exceed 4 feet at any point.

(* * *)

STATE BUILDING CODE. Means the combined specialty codes.

Staff: These are both new definitions provided in the Oregon model ordinance to help clarify existing terms. Adding these definitions is not required but doing so is recommended for clarity.

§ 29.606 Development Standards.

(* * *)

(C) Residential Structures.

New construction and substantial improvement of any residential structure, including manufactured homes not considered a Critical Facility, shall:

(1) Have the lowest floor, including basement, elevated to at least one foot above the base flood elevation. All manufactured homes to be placed or substantially improved shall be elevated on a permanent foundation such that the finished floor of the manufactured home is elevated to a minimum of 18 inches above the base flood elevation. The top of the dwelling stand for all manufactured homes subject to this provision shall be at least 12 inches above the base flood elevation (see 2002 Oregon Manufactured Dwelling and Parks Specialty Code, Chapter 3).

Staff Comment: (The draft language above is identical to the changes proposed during the August 10th Worksession): The Oregon Model Flood Damage Prevention Ordinance now requires the finished floor of a new manufactured dwelling to be elevated at least 18-inches above floodwaters, as opposed to dwellings of traditional construction, which must be elevated at least 12-inches above the flood. The county must adopt this provision. Due to the different construction techniques, significant damage can occur to the manufactured dwelling structure if the floor were to get wet due to warping of the entire structure. The extra 6-inch elevation decreases the likelihood of this occurring.

§ 29.607 Floodway Requirements.

In areas identified as a floodway in MCC 29.602, the following restrictions, in addition to the requirements of MCC 29.606, shall apply:

(* * *)

(C) New manufactured dwellings are prohibited in the floodway. An existing, lawfully established manufactured dwelling located in the floodway may be replaced with either a manufactured dwelling, or a dwelling of traditional construction.

(D) A proposed structure accessory to a manufactured dwelling shall have the finished floor elevated a minimum of 18-inches above the base flood elevation.

Staff Comment: The Oregon Model Flood Damage Prevention Ordinance prohibits placement of new manufactured dwellings in the floodway, with exception to replacement of manufactured dwelling previously approved in the floodway. A temporary rule within the Oregon Manufactured Dwelling and Park Specialty Code allowing new manufactured dwellings in the floodway has expired. An existing, permitted manufactured home can be replaced in the floodway if all applicable development permits are obtained which requires that a Professional Engineer verify the manufactured home will be properly attached to it's foundation so that it will not threaten life, health, property or the general public. The model ordinance was also amended to require all proposed structures accessory to a manufactured dwelling in the floodway to be elevated 18-inches above flood waters. Sub (C) and (D) above are both required changes.

Staff indicated within the August Worksession staff report that the County was not required to apply the 18-inch elevation standard to proposed structures accessory to a traditionally constructed dwelling in the floodway which generated an in-depth technical discussion. The Commission's feedback centered on the concept that rules should be applied consistently and that it may be worth considering applying the 18-inch elevation requirement to all accessory structures in the floodway. After further research, Staff is recommending the Planning Commission adopt the required language above which would limit the 18-inch elevation requirement to new manufactured dwellings replacing an existing manufactured dwelling and to new structures in the floodway accessory to a manufactured dwelling.

Applying the 18-inch elevation requirement to all accessory structures in the floodway will not achieve consistency when looking at the larger picture. For example, traditionally constructed homes could still build to 12-inches above the floodwaters whereas the corresponding accessory structure would be required to be elevated higher than what would likely be the more valuable dwelling. In this example, Staff would not be able to adequately explain this obvious inconsistency to an owner who might find it hard to justify why he or she would need to incur the extra expense of constructing the accessory structure higher than the home.

The August Worksession discussion also explored the concept of requiring all homes and accessory structures in the floodway to be elevated to 18-inches. Staff with DLCD confirmed that an additional reduction in flood insurance would not occur unless structures were elevated to 24-inches. Staff believes that requiring all structures in the floodway to elevate either to 18-inches, or 24-inches, should include a broader policy discussion that falls outside the limited scope of this project.

In one sense, consistency is achieved in staff's proposed language above by subjecting all construction in the floodway to FEMA's minimum required flood protection elevation standards which have been determined by FEMA to adequately protect a structure from flooding. The draft language would avoid requiring an owner build to a higher standard when the risk of flooding has not proportionately increased. Requiring some forms of construction to arbitrarily meet a higher standard in an attempt to address inconsistencies in the state's regulations might be considered to be unreasonable and unnecessary.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. 1149

Adopting Updated Flood Hazard Regulations and Maps and Amending MCC Chapter 29 Relating to Flood Hazard Regulations

(Language ~~stricken~~ is deleted; double underlined language is new.)

The Multnomah County Board of Commissioners Finds:

- a. The Planning Commission is authorized by Multnomah County Code Chapter 37 to recommend to the Board of County Commissioners the adoption, revision, or repeal of regulations intended to carry out all or part of a plan adopted by the Board.
- b. Flood Hazard regulations implement Policy 14 of the County Comprehensive Framework Plan, for Development Limitations, and related provisions of the County's Rural Area Plans. The regulations apply to rural and urban unincorporated lands that are generally within the 100 year flood boundary as identified by the Federal Emergency Management Agency (FEMA).
- c. In June of 2009, Multnomah County was informed by the Federal Emergency Management Agency (FEMA) that the revised Flood Insurance Rate Maps (FIRM) and Flood Insurance Study (FIS) will become effective on December 18th, 2009. The DFIRM and FIS show the extent of the 100-year flood (areas where flood probably equals a 1-percent chance of being equaled or exceed in any given year).
- d. Multnomah County must adopt the FIRM and FIS prior to December 18th, 2009 as a condition of continued eligibility in the NFIP in addition to the adoption of floodplain management regulations that meet the standards of Paragraph 60.3(d) of the NFIP.
- e. Multnomah County code must also be amended to provide additional flood protection to manufactured dwellings and structures accessory to manufactured dwellings. Other optional revisions include addition of definitions and changes requiring flood hazard review within areas inundated during the 1996 flood only when located inside of the metro boundary to better align with Metro Title 3 requirements.
- f. Proposed changes are necessary to ensure that the building codes limit risk of flood related hazards as envisioned in Policy 14, to implement Metro Title 3 (Water Quality, Flood Management and Fish and Wildlife Conservation), and to ensure property owners maintain eligibility for insurance through the NFIP.

Multnomah County Ordains as follows:

Section 1. The Flood Insurance Rate Maps and the Flood Insurance Study Number 41051CV000A, "Multnomah County, Oregon and Incorporated Areas" referenced in the attached Exhibits A and B, respectively are adopted.

Section 2. MCC 29.601 is amended as follows:

29.601 Definitions.

For the purpose of this subchapter, the following definitions shall apply:

* * * * *

AREAS OF SPECIAL FLOOD HAZARD. All rural and urban unincorporated lands contained within the 100-year flood boundary as identified on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps (FIRM) as published by the Federal Emergency Management Agency (FEMA), and the area of inundation for the February, 1996 flood when located outside of the flood areas identified on the Flood Insurance Rate Maps within the Metro Jurisdictional Boundary.

The Areas of Special Flood Hazard identified by the Federal Insurance Administration in the ~~most recent~~ scientific and engineering report entitled "~~The Flood Insurance Study, Multnomah County Oregon and Unincorporated Areas~~", with accompanying Flood Insurance Rate Maps (FIRM) effective December 18th, 2009, are hereby adopted by reference for the rural and unincorporated portions of Multnomah County. Maps produced by the Metro Data Regional Center that identify the area of inundation for the February 1996 flood are also adopted by reference. The Flood Insurance Study is on file at the Multnomah County Planning Office. The best available information for flood hazard area identification as outlined in MCC 29.608 shall be the basis for regulation until a new FIRM is issued.

These maps may be periodically revised or modified by FEMA in accordance with prescribed procedures pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 92-234). In order to employ the best available information and maintain compliance with Federal Flood Insurance Program regulations, Multnomah County shall ~~utilize~~ adopt any such revisions or modifications ~~upon their effective date~~.

* * * * *

BELOW-GRADE CRAWL SPACE. An enclosed area below the base flood elevation in which the interior grade is not more than two feet below the lowest adjacent exterior grade and the height, measured from the interior grade of the crawlspace to the top of the crawlspace foundation, does not exceed 4 feet at any point.

* * * * *

STATE BUILDING CODE. Means the combined specialty codes.

* * * * *

Section 3. MCC 29.606 is amended as follows:

29.606 Development Standards.

* * * * *

(C) Residential Structures.

New construction and substantial improvement of any residential structure, including manufactured homes not considered a Critical Facility, shall:

(1) Have the lowest floor, including basement, elevated to at least one foot above the base flood elevation. All manufactured homes to be placed or substantially improved shall be elevated on a permanent foundation such that the finished floor of the manufactured home is elevated to a minimum

of 18 inches above the base flood elevation. The top of the dwelling stand for all manufactured homes subject to this provision shall be at least 12 inches above the base flood elevation (see 2002 Oregon Manufactured Dwelling and Parks Specialty Code, Chapter 3). Floating dwellings do not need to be elevated but must be able to rise with flood waters to the design flood elevation required by this section. This will require consideration of the piling heights. The lowest floor, including basement, shall be elevated to at least two feet above the base flood elevation where flood elevation data is not available either through the Flood Insurance Study, FIRM, or from another authoritative federal, state or other source. Where flood elevation data is not available, a State of Oregon registered professional engineer or architect shall also verify that the proposed construction will be reasonably safe from flooding.

* * * * *

Section 4. MCC 29.607 is amended as follows:

29.607 Floodway Requirements.

In areas identified as a floodway in MCC 29.602, the following restrictions, in addition to the requirements of MCC 29.606, shall apply:

* * * * *

(C) New manufactured dwellings are prohibited in the floodway. An existing, lawfully established manufactured dwelling located in the floodway may be replaced with either a manufactured dwelling, or a dwelling of traditional construction.

(D) A proposed structure accessory to a manufactured dwelling shall have the finished floor elevated a minimum of 18-inches above the base flood elevation.

Section 5. This Ordinance is effective December 18, 2009.

FIRST READING:

October 22, 2009

SECOND READING AND ADOPTION:

October 29, 2009



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By Sandra N. Duffy
Sandra N. Duffy, Assistant County Attorney

SUBMITTED BY:

M. Cecilia Johnson, Director, Department of Community Services

EXHIBIT LIST FOR ORDINANCE

EXHIBIT A	FLOOD INSURANCE RATE MAPS MULTNOMAH COUNTY, OREGON	EFFECTIVE DATE
	41051C1ND0A (map index – labeled Exhibit A)	December 18, 2009
	41051C0030H (panel 30 of 550)	December 18, 2009
	41051C0035H (panel 35 of 550)	December 18, 2009
	41051C0040H (panel 40 of 550)	December 18, 2009
	41051C0045H (panel 45 of 550)	December 18, 2009
	41051C0065H (panel 65 of 550)	December 18, 2009
	41051C0100H (panel 100 of 550)	December 18, 2009
	41051C0130H (panel 130 of 550)	December 18, 2009
	41051C0135H (panel 135 of 550)	December 18, 2009
	41051C0155H (panel 155 of 550)	December 18, 2009
	41051C0180H (panel 180 of 550)	December 18, 2009
	41051C0185H (panel 185 of 550)	December 18, 2009
	41051C0205H (panel 205 of 550)	December 18, 2009
	41051C0210H (panel 210 of 550)	December 18, 2009
	41051C0211H (panel 211 of 550)	December 18, 2009
	41051C0212H (panel 212 of 550)	December 18, 2009
	41051C0214H (panel 214 of 550)	December 18, 2009
	41051C0216H (panel 216 of 550)	December 18, 2009
	41051C0217H (panel 217 of 550)	December 18, 2009
	41051C0218H (panel 218 of 550)	December 18, 2009
	41051C0219H (panel 219 of 550)	December 18, 2009
	41051C0228H (panel 228 of 550)	December 18, 2009
	41051C0238H (panel 238 of 550)	December 18, 2009
	41051C0240H (panel 240 of 550)	December 18, 2009
	41051C0245H (panel 245 of 550)	December 18, 2009
	41051C0275H (panel 275 of 550)	December 18, 2009
	41051C0300H (panel 300 of 550)	December 18, 2009
	41051C0325H (panel 325 of 550)	December 18, 2009
	41051C0360H (panel 360 of 550)	December 18, 2009
	41051C0367H (panel 367 of 550)	December 18, 2009
	41051C0401H (panel 401 of 550)	December 18, 2009
	41051C0402H (panel 402 of 550)	December 18, 2009
	41051C0403H (panel 403 of 550)	December 18, 2009
	41051C0406H (panel 406 of 550)	December 18, 2009
	41051C0407H (panel 407 of 550)	December 18, 2009
	41051C0409H (panel 409 of 550)	December 18, 2009
	41051C0426H (panel 426 of 550)	December 18, 2009
	41051C0427H (panel 427 of 550)	December 18, 2009
	41051C0428H (panel 428 of 550)	December 18, 2009
	41051C0429H (panel 429 of 550)	December 18, 2009
	41051C0435H (panel 435 of 550)	December 18, 2009

**EXHIBIT B FLOOD INSURANCE STUDY NUMBER 41051CV000A
MULTNOMAH COUNTY, OREGON AND INCORPORATED AREAS
(EFFECTIVE DECEMBER 18, 2009)**

**EXHIBITS A AND B ARE OVERSIZED AND MAY BE REVIEWED UPON REQUEST.
PLEASE CALL LAND USE AND TRANSPORTATION PLANNING AT 503 988-3043.**



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

APPROVED : MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # R-8 DATE 10/29/09
DEBORAH L. BOGSTAD, BOARD CLERK

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-8
Est. Start Time: 10:45 AM
Date Submitted: 10/07/09

BUDGET MODIFICATION: HD-10-08

**BUDGET MODIFICATION HD-08 Authorizing the Creation of One New
Agenda Position, the Restoration of Three Positions, and the Adjustment of Two Other
Title: Positions within Corrections Health Division of the Health Department**

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.

Requested Meeting Date: October 29, 2009 Amount of Time Needed: 5 minutes
Department: Health Department Division: Corrections Health
Contact(s): Lester A. Walker - Budget & Finance Manager
Phone: (503) 988-3663 Ext. 26457 I/O Address: 167/2/210
Presenter(s): Gayle Burrow, Director of Corrections Health

General Information

1. What action are you requesting from the Board?

Approval of staffing adjustments restoring three Community Health Nurse positions, adding one Operations Supervisor, and adjusting FTE for two other positions to better meet the needs of the Corrections Health Division of the Health Department. These changes will have no financial impact on the budget.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The Corrections Health Division of the Health Department is seeking approval to restore 2.4 Community Health Nurse FTE and to add 1.0 Operations Supervisor FTE. The increased staffing is necessary due to changes in the Sheriff's Office operations. The Sheriff's Office has moved to single bunking of inmates which increases the area required by nurses to see clients. This area change creates the need for additional nursing stops, doubling the number of stops from 8 to 16. Additionally, mental health inmates have been moved to a single location at the Multnomah County

Detention Center (MCDC). Although mental health providers from other locations will be moved to MCDC, there is still insufficient nursing triage and assessment coverage for the additional acuity that will be concentrated in one area. Due to these changes Corrections Health needs to increase staffing by the 4 positions listed below.

1. Restore 1.0 FTE Community Health Nurse, position number 704147. This position will function as a lead evening nurse.
2. Restore 0.80 FTE Community Health Nurse, position number 700778. This position will function as a day shift triage nurse.
3. Restore 0.60 FTE Community Health Nurse, position number 705595. This position will function as an evening shift triage nurse.
4. Add 1.0 Operations Supervisor, position number 714285. This position will provide additional operations support and oversight which is needed due to the recent reorganization of Corrections Health. This new position was approved by the Class Comp unit on request #1310 with an effective date of August 25, 2009.

The increased personnel costs associated with these positions will be offset by a decrease in professional services for FY10.

This budget modification also increases an existing .50 FTE Office Assistant 2 to 1.0 FTE at the Juvenile Justice Detention Unit. The adopted budget included only .70 FTE office support for the program and the additional .50 FTE is needed to meet the demands of staffing a 64 bed facility. Funds to increase this position are from a Community Health Nurse, position number 703263, that was included in program offers 40051A and 40051E resulting in the position being over budgeted by 0.40 FTE. The resulting decrease in personnel costs is offset by an increase in professional services for FY10.

These changes impact program offers 40051A (Corrections Health MCIJ Dorms 10, 11, and 18), 40050B (Corrections Health MCDC 4th Floor Clinical Services), 40051E (Corrections Health MCIJ Dorms 6 & 7), and 40049A (Corrections Health Juvenile Detention). These programs provide legally mandated access to care that addresses the urgent needs of incarcerated clients. In addition, they educate, prevent and/or intervene to keep the clients from experiencing health crisis while in custody.

3. Explain the fiscal impact (current year and ongoing).

Increased personnel costs for FY10 are offset by decreases in professional services.

4. Explain any legal and/or policy issues involved.

N/A

5. Explain any citizen and/or other government participation that has or will take place.

N/A

ATTACHMENT A

Budget Modification

If the request is a **Budget Modification**, please answer all of the following in detail:

- What revenue is being changed and why?

No change in revenues

- What budgets are increased/decreased?

The Health Department's budget will have the following changes:

- Permanent personnel budget will increase by \$162,813.
- Premium personnel budget will increase by \$2,506.
- Salary related expense budget will increase by \$51,618.
- Insurance benefits budget will increase by \$56,237.
- Professional Services will decrease by \$273,174.

These changes will have no financial impact on the budget.

- What do the changes accomplish?

Add 1.0 FTE Operations Supervisor, position number 714285, and restore 2.4 FTE Community Health Nurses, position numbers 700778, 704147, and 705595, by reducing the professional services line item to better fit the needs of the needs of the Corrections Health Division of the Health Department. Additionally, an existing Office Assistant 2, position number 702981, is increased from 0.50 FTE to 1.0 FTE by reducing .40 FTE Community Health Nurse, position number 703263, that was budgeted in two program offers.

- Do any personnel actions result from this budget modification? Explain.

1. Add a 1.0 FTE Operations Supervisor, position number 714285.
2. Restore 1.0 FTE Community Health Nurse, position number 704147.
3. Restore 0.80 FTE Community Health Nurse, position number 700778.
4. Restore 0.60 FTE Community Health Nurse, position number 705595.
5. Reduce 0.40 FTE Community Health Nurse, position number 703263.
6. Increase existing Office Assistant 2 from 0.50 FTE to 1.0 FTE, position number 702981.

All positions are in the Corrections Health Division of the Health Department.

- How will the county indirect, central finance and human resources and departmental overhead costs be covered?

N/A

- Is the revenue one-time-only in nature? Will the function be ongoing? What plans are in place to identify a sufficient ongoing funding stream?

N/A

- If a grant, what period does the grant cover?

N/A

- If a grant, when the grant expires, what are funding plans?

N/A

ATTACHMENT B

BUDGET MODIFICATION: HD-10-08

Required Signatures

**Elected Official or
Department/
Agency Director:**

*Karen Johnson for
William Sharitz*

Date: 09/29/09

Budget Analyst:

SDurant

Date: 10/7/2009

Department HR:

Heather Keller

Date: 09/28/09

Countywide HR:

Joi E. Dot

Date: 09/29/09

Budget Modification ID: **HD-10-08****EXPENDITURES & REVENUES**

Please show an increase in revenue as a negative value and a decrease as a positive value for consistency with SAP.

Budget/Fiscal Year: 2010

Line No.	Fund Center	Fund Code	Program #	Func. Area	Accounting Unit			Cost Element	Current Amount	Revised Amount	Change Increase/ (Decrease)	Subtotal	Description
					Internal Order	Cost Center	WBS Element						
1	40-50	1000	40051A	0030		405760		60000	1,924,830	1,967,761	42,931		Increase Personnel
2	40-50	1000	40051A	0030		405760		60130	664,272	676,722	12,450		Increase Fringe
3	40-50	1000	40051A	0030		405760		60140	565,097	579,623	14,526		Increase Insurance
4	40-50	1000	40051A	0030		405760		60170	887,253	829,899	(57,354)		Decrease Professional Services
5													
6	40-50	1000	40050B	0030		405500		60000	2,579,224	2,711,138	131,914		Increase Personnel
7	40-50	1000	40050B	0030		405500		60120	174,178	176,684	2,506		Increase Premium
8	40-50	1000	40050B	0030		405500		60130	876,828	919,069	42,241		Increase Fringe
9	40-50	1000	40050B	0030		405500		60140	721,537	760,696	39,159		Increase Insurance
10	40-50	1000	40050B	0030		405500		60170	1,082,278	866,458	(215,820)		Decrease Professional Services
11													
12	40-50	1000	40051E	0030		405760		60000	1,967,761	1,938,883	(28,878)		Decrease Personnel
13	40-50	1000	40051E	0030		405760		60130	676,722	668,347	(8,375)		Decrease Fringe
14	40-50	1000	40051E	0030		405760		60140	579,623	572,432	(7,191)		Decrease Insurance
15													
16	40-50	1000	40049A	0030		405550		60000	256,271	273,117	16,846		Increase Personnel
17	40-50	1000	40049A	0030		405550		60130	89,434	94,736	5,302		Increase Fringe
18	40-50	1000	40049A	0030		405550		60140	72,050	81,793	9,743		Increase Insurance
19													
20	72-10	3500	40049A	0020		705210		50316	(51,942,418)	(51,998,655)	(56,237)		Insurance Revenue
21	72-10	3500	40049A	0020		705210		60330	(741)	55,496	56,237		Offsetting Transaction
22													
23										-			
24										-			
25										-			
26										-			
27										-			
28										-			
29										-			
											0	0	Total - Page 1
											0	0	GRAND TOTAL

Change on a full year basis even though this action affects only a part of the fiscal year (FY).

CURRENT YEAR PERSONNEL DOLLAR CHANGE										
Calculate costs/savings that will take place <u>in this FY</u> ; these should explain the actual dollar amounts being changed by this Bud Mod.										
						CURRENT YEAR				
Fund	Job #	HR Org	CC/WBS/O	Position Title	Position Number	FTE	BASE PAY	FRINGE	INSUR	TOTAL
1000	9025	65290	405760	OPERATIONS SUPERVISOR	714285	1.00	42,931	12,450	15,580	70,961
1000	6315	61508	405500	COMMUNITY HEALTH NURSE	704147	1.00	56,993	17,936	15,320	90,249
1000	6315	61508	405500	COMMUNITY HEALTH NURSE	700778	0.80	42,812	13,473	14,517	70,802
1000	6315	61508	405500	COMMUNITY HEALTH NURSE	705595	0.60	32,109	10,105	8,874	51,088
1000	6001	64831	405550	OFFICE ASSISTANT 2	702981	0.50	16,846	5,302	9,743	31,891
1000	6315	65207	405760	COMMUNITY HEALTH NURSE	703263	(0.40)	(28,878)	(8,375)	(7,191)	(44,444)
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
				TOTAL ANNUALIZED CHANGES		3.50	162,813	50,891	56,843	270,547



Department of County Management
MULTNOMAH COUNTY OREGON
Human Resources

Multnomah Building
501 SE Hawthorne, Suite 400
Portland, Oregon 97214
(503) 988-5015 Phone
(503) 988-3009 Fax

To: Gayle Burrow, Director Corrections Health
From: Candace Busby, Classification and Compensation Unit (503/4)
Date: August 25, 2009
Subject: Reclassification Request # 1310 (New)

We have completed our review of your request and the decision is outlined below.

Request Information:

Date Request Received: August 18, 2009
Current Classification: N/A
Job Class Number: N/A
Pay Grade: N/A

Position Number: TBD
Requested Classification: Operations Supervisor
Job Class Number: 9026
Pay Grade: 121

Request is: ☒ Approved as Requested
☐ Approved - Revised
☐ Denied

Effective Date: August 25, 2009

Allocated Classification: Operations Supervisor
Pay Range: \$42,931.13 to \$60,103.58 annually

Job Class Number: 9025
Pay Grade: 121

Please note this classification decision is subject to all applicable requirements stated in MC Personnel Rule 5-50 and may require Board of County Commissioners' approval. This decision is considered preliminary until such approval is received.

Position Information:

☒ Vacant - see New/Vacant Section
☐ Filled & incumbent reclassified - see Employee Information Section
☐ Filled & incumbent not reclassified with position See New/Vacant Section

New/Vacant Position Information:

If the position is vacant or incumbent not reclassified with position, position must be filled in accordance with the normal appointment procedures. If position is reclassified due to reorganization, a limited recruitment process may be conducted. Please consult with the Department Human Resources Unit for assistance.

Reason for Classification Decision:

One outcome of the recent reorganization in Corrections Health was a need to increase the number of Operations Supervisors from two to three to provide additional operations support. These positions provide oversight for a greater number of local 88 employees and programs than before the reorganization and will provide coverage at the three corrections health facilities at least six days a week. The position will plan, organize and oversee the facility office operations of one or more facilities and supervise members of the support team and their work flow and responsibilities. Key responsibilities include managing office operations including medical records and medical equipment; assess, assign, evaluate and coordinate the work assignments of staff assuring quality of medical records; timeliness of billing; and adherence to policies and procedures by regular CQI audits. These duties, responsibilities and qualifications are consistent with those of the Operations Supervisor classification ((9025)).

If you have any questions, please feel free to contact me at 503-988-5015 ext. 24422.

cc: Kathleen Fuller-Poe
Larry Brown
Joan Sears
Class Comp File Copy



Business Services

421 SW Oak Street, Suite 210
Portland, Oregon 97204
(503) 988-3674 phone
(503) 988-3015 fax

To: Joi Doi, Central Human Resources/Compensation

From: Les Walker, Budget Manager, Health Department Business Services

Cc: Candace Busby, Central Human Resources/Compensation
Kathleen Fuller-Poe, Health Department Human Resources
Wendy Lear, Health Department Business Services

Date: September 22, 2009

Subject: Restored Positions

The Health Department will be submitting two budget modifications in the near future to restore positions that were eliminated in the FY2010 budget. The programs affected by these budget modifications are Corrections Health and Adult Dental Services. Candy Busby advised me today that this memo will assist Central Human Resources/Compensation in approving the budget modifications.

The positions in Corrections Health and Adult Dental Services are being restored with an effective date of July 1, 2009 and the Department was able to avoid staff layoffs because funding for the positions had been identified after the budget was adopted.

Corrections Health: This budget modification will restore 2.40 fte Community Health Nurses. The position numbers are 700778, 704147 and 705595. Funding has been identified to restore the positions to the budget effective 07/01/09 and the duties of the positions have not changed.

Adult Dental Services: This budget modification will restore 24.00 fte and the position numbers are listed on page 2. The positions were cut from the department's budget due to funding reductions to the Oregon Health Plan in the Governor's proposed budget. The state budget, adopted by the Legislature, restored the funding effective 07/01/2009. The duties of the positions have not changed.

If there is other information or further action needed, please let me know. Thank you.



Adult Dental Positions Restored

Position Title	Position Number	FTE
DENTAL ASSISTANT	700483	1.00
DENTAL HYGIENIST	701037	0.50
DENTAL ASSISTANT	702228	1.00
DENTAL ASSISTANT	702245	1.00
DENTAL ASSISTANT/EFDA	702538	1.00
DENTAL HYGIENIST	702607	0.55
HEALTH ASSISTANT 1	702965	0.50
DENTAL ASSISTANT/EFDA	702997	1.00
DENTIST	703103	0.40
OPERATIONS SUPERVISOR	703181	1.00
DENTAL ASSISTANT/EFDA	703265	1.00
DENTAL ASSISTANT	703381	1.00
DENTAL ASSISTANT/EFDA	703575	1.00
DENTIST/SENIOR	703771	1.00
DENTAL HYGIENIST	703854	0.35
OFFICE ASSISTANT 2	703976	0.50
HEALTH ASSISTANT 1	704358	1.00
OPERATIONS SUPERVISOR	705295	1.00
DENTIST	705478	1.00
OFFICE ASSISTANT/SENIOR	705825	1.00
OFFICE ASSISTANT 2	706097	1.00
DENTIST	706189	0.80
DENTAL ASSISTANT	706368	1.00
DENTAL HYGIENIST	708630	0.60
DENTIST	709631	0.60
DENTIST	712041	0.50
DENTAL ASSISTANT/EFDA	712396	1.00
DENTIST	712688	0.70
DENTAL HYGIENIST	713177	1.00



MULTNOMAH COUNTY

AGENDA PLACEMENT REQUEST (revised 09/22/08)

Board Clerk Use Only

Meeting Date: 10/29/09
Agenda Item #: R-9
Est. Start Time: 10:48 AM
Date Submitted: 10/23/09

Agenda Title: Fiscal Year 2011 General Fund Five Year Forecast

Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.

Requested Meeting Date: 10-29-2009 Amount of Time Needed: 45 minutes
Department: County Management Division: Budget Office
Contact(s): Karyne Kieta
Phone: 503-988-3312 Ext. 22457 I/O Address: 503/501
Presenter(s): Mike Jaspin

General Information

1. What action are you requesting from the Board?

Attend a briefing session to hear the County's 5-Year General Fund forecast. No decisions will be made; this is an information briefing only.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

County Financial Policies recognize the importance of developing and maintaining a five-year financial forecast for the General Fund in order for the Board to be able to assess the long-term financial implications of current and proposed policies and programs.

The forecast presentation will cover General Fund revenues and expenditures for FY 11 through FY 15; provide context for evaluating financial risk and for assessing the County's ability to sustain services; and identify key variables that might change the level of revenues or expenditures.

3. Explain the fiscal impact (current year and ongoing).

N/A—briefing only.

4. Explain any legal and/or policy issues involved.

N/A—briefing only.

5. Explain any citizen and/or other government participation that has or will take place.

N/A—briefing only.

Required Signature

**Elected Official or
Department/
Agency Director:**



Date: 10/23/09

FY 2011

General Fund 5-Year Forecast

***Presentation to the Board of County
Commissioners***

Multnomah County Budget Office

October 29, 2009

Introduction

- Economic Overview
- FY 2011 General Fund 5-Year Forecast
 - FY 2011 Forecast
 - 5-Year Outlook
 - Revenues
 - Expenditure Assumptions
 - ✓ One-Time-Only Programs
 - ✓ Annualizations
 - ✓ Cost Drivers
 - Sources of One-Time-Only Funds for FY 2011
 - Forecast Risks & Issues
- Summary & Questions



Economic Overview

■ National

- ✓ Credit Markets – Liquidity vs. Insolvency
- ✓ Stabilizing economy (industrial production, unemployment, GDP)
- ✓ Technically end of Recession
- ✓ ...but still weak (Consumer confidence, commercial real estate, transportation sector)
- ✓ Federal Support & Deficit

■ State

- ✓ Employment & income taxes

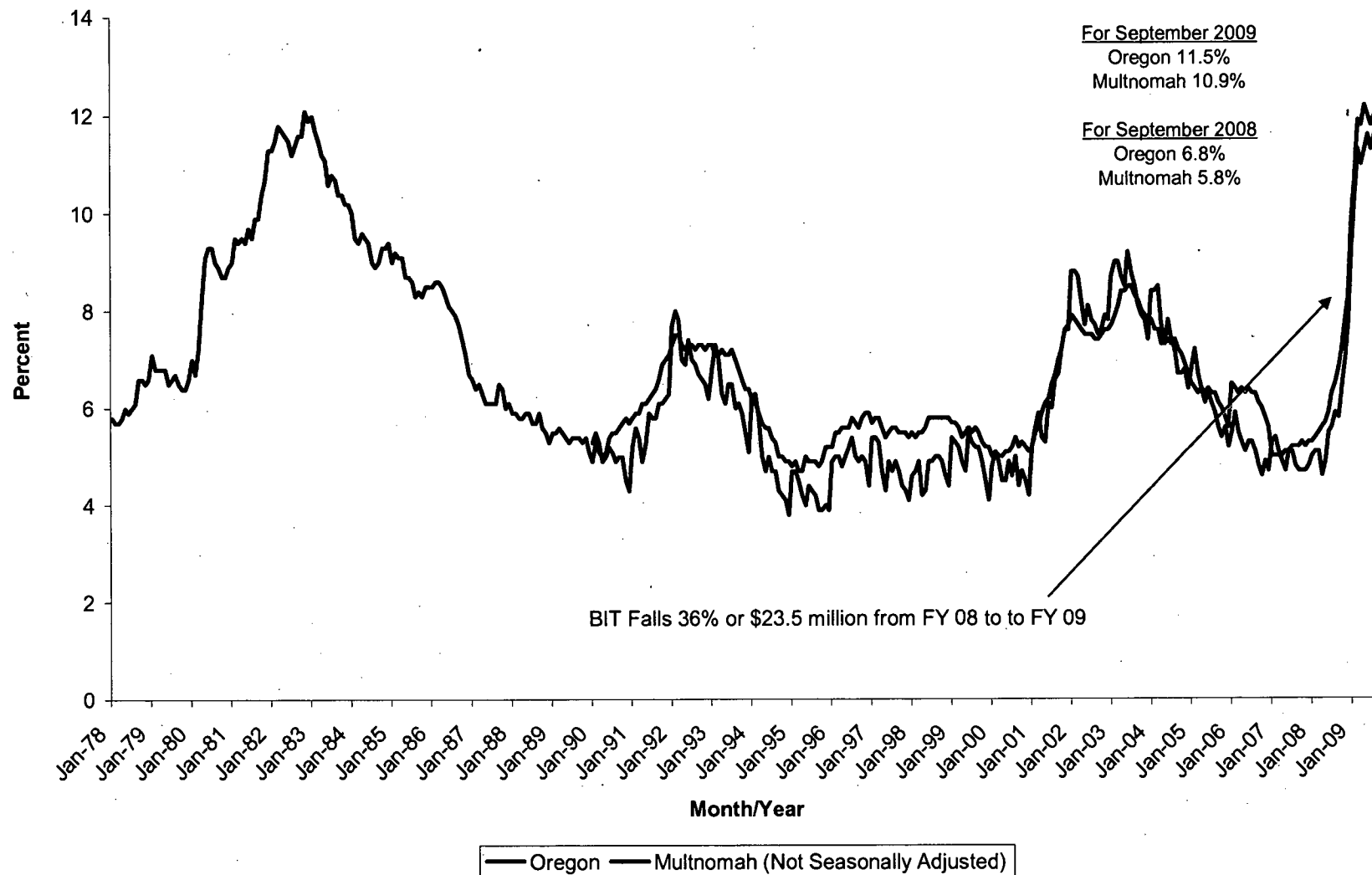
■ Local

- ✓ Unemployment/Employment
- ✓ Housing (prices, defaults, recording fees)



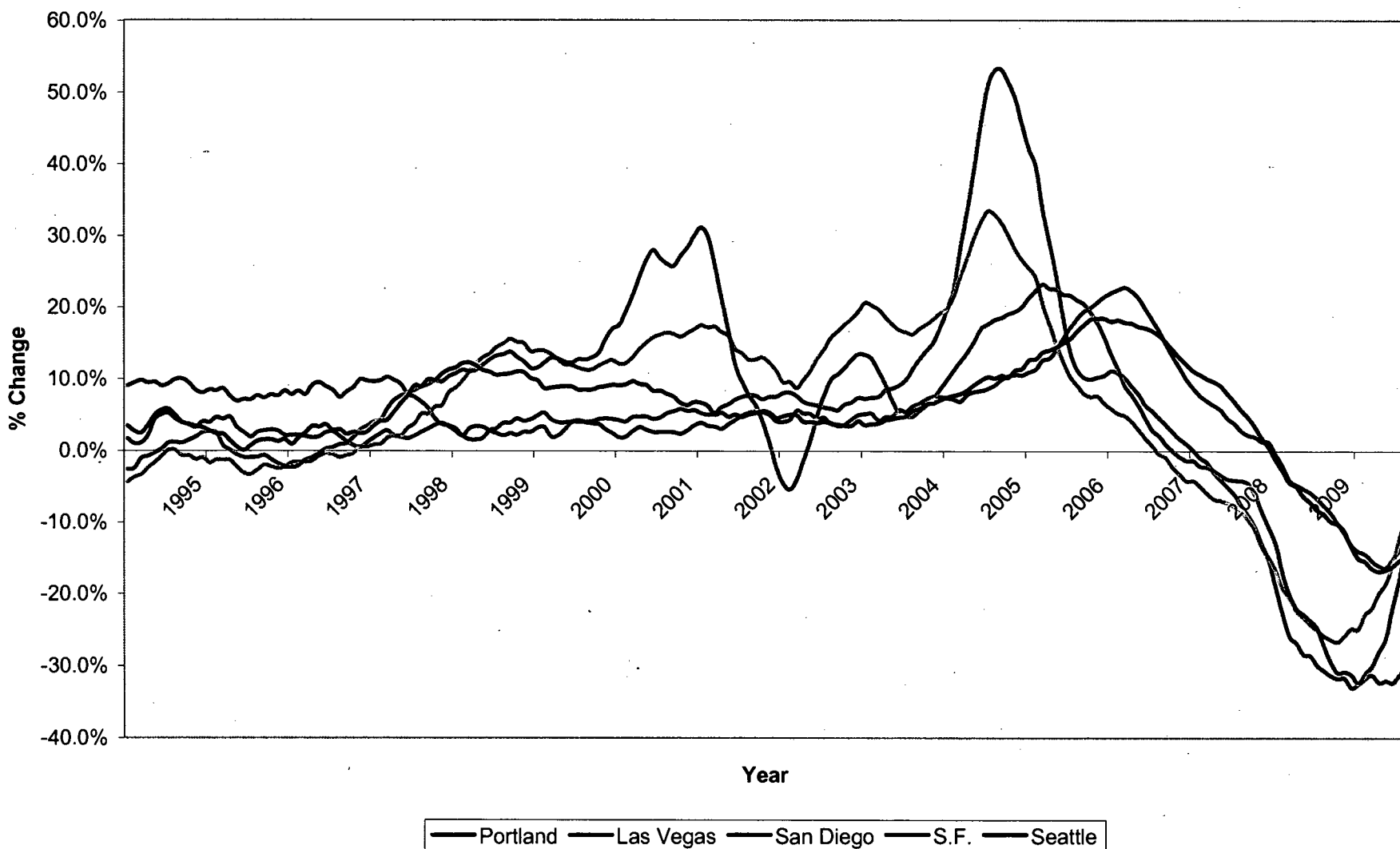
Economic Overview

Oregon & Multnomah County Unemployment Rates



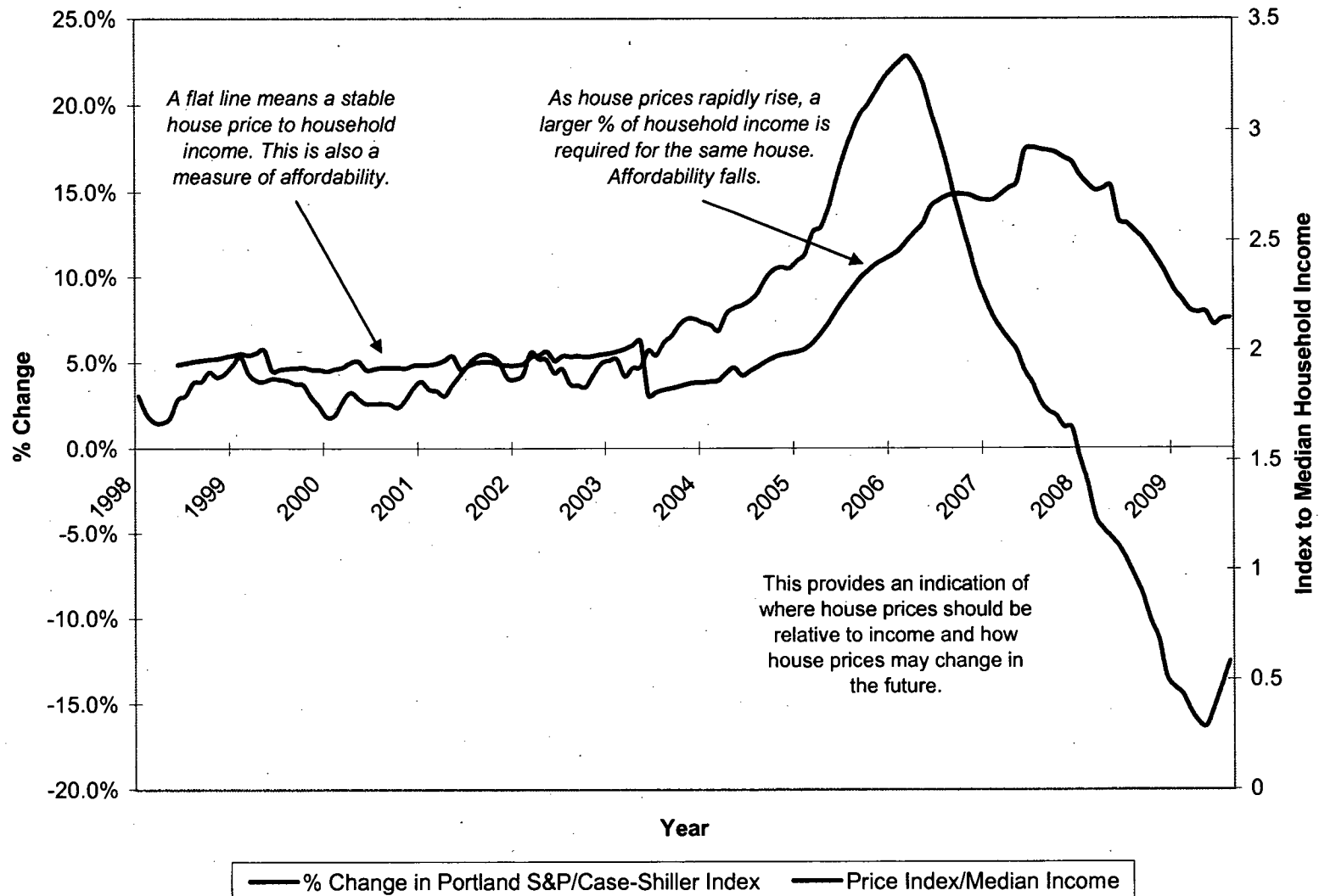
Economic Overview

Monthly Year-Over-Year % Change
Based on S&P/Case-Shiller Home Price Index Thru August 2009



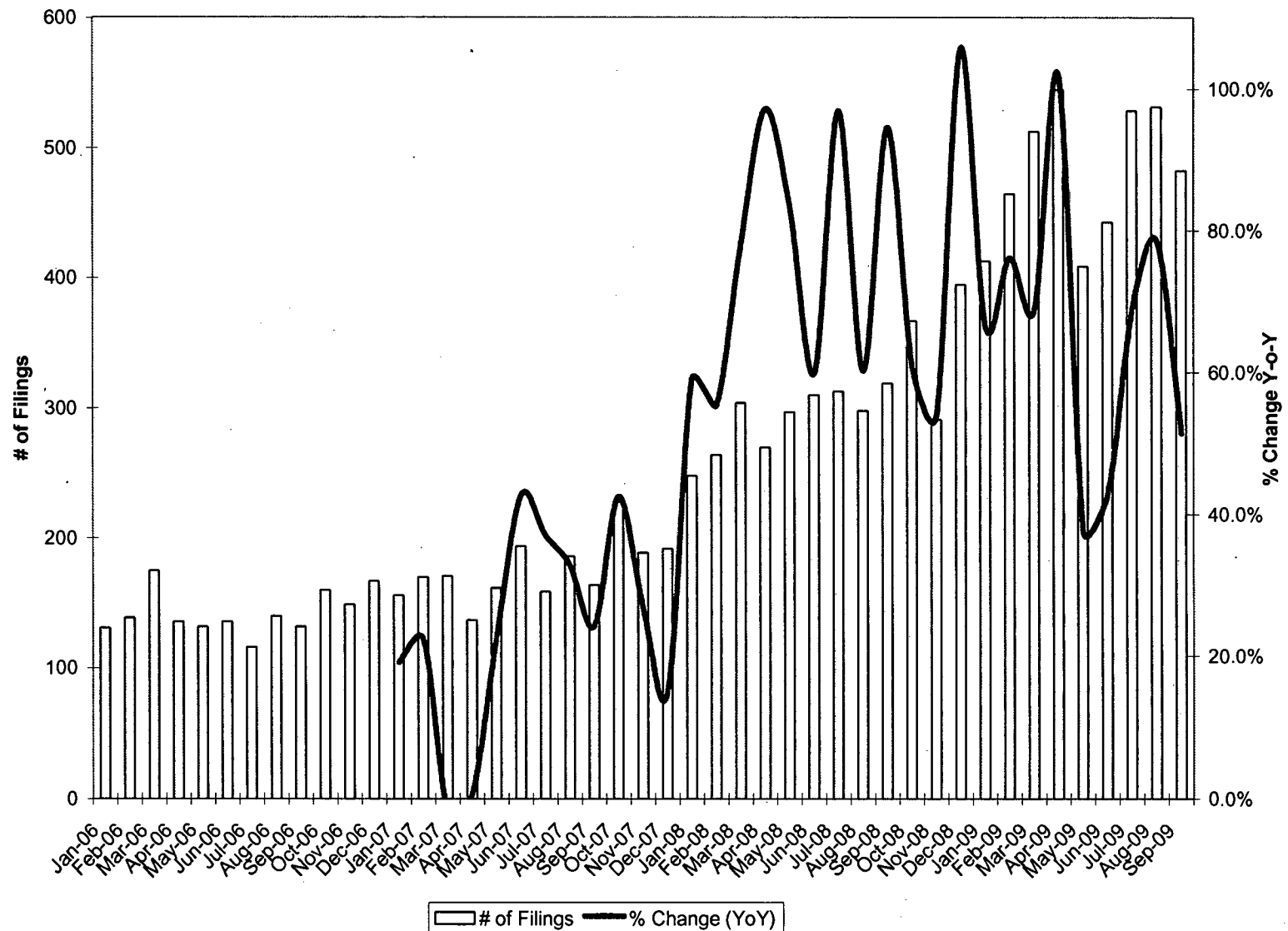
Economic Overview

**% Change in Portland S&P/Case-Shiller House Price Index and
Index to Median Household Income (Thru August)**



Economic Overview

Default Filings in Multnomah County & Year-Over-Year % Change (Thru September)



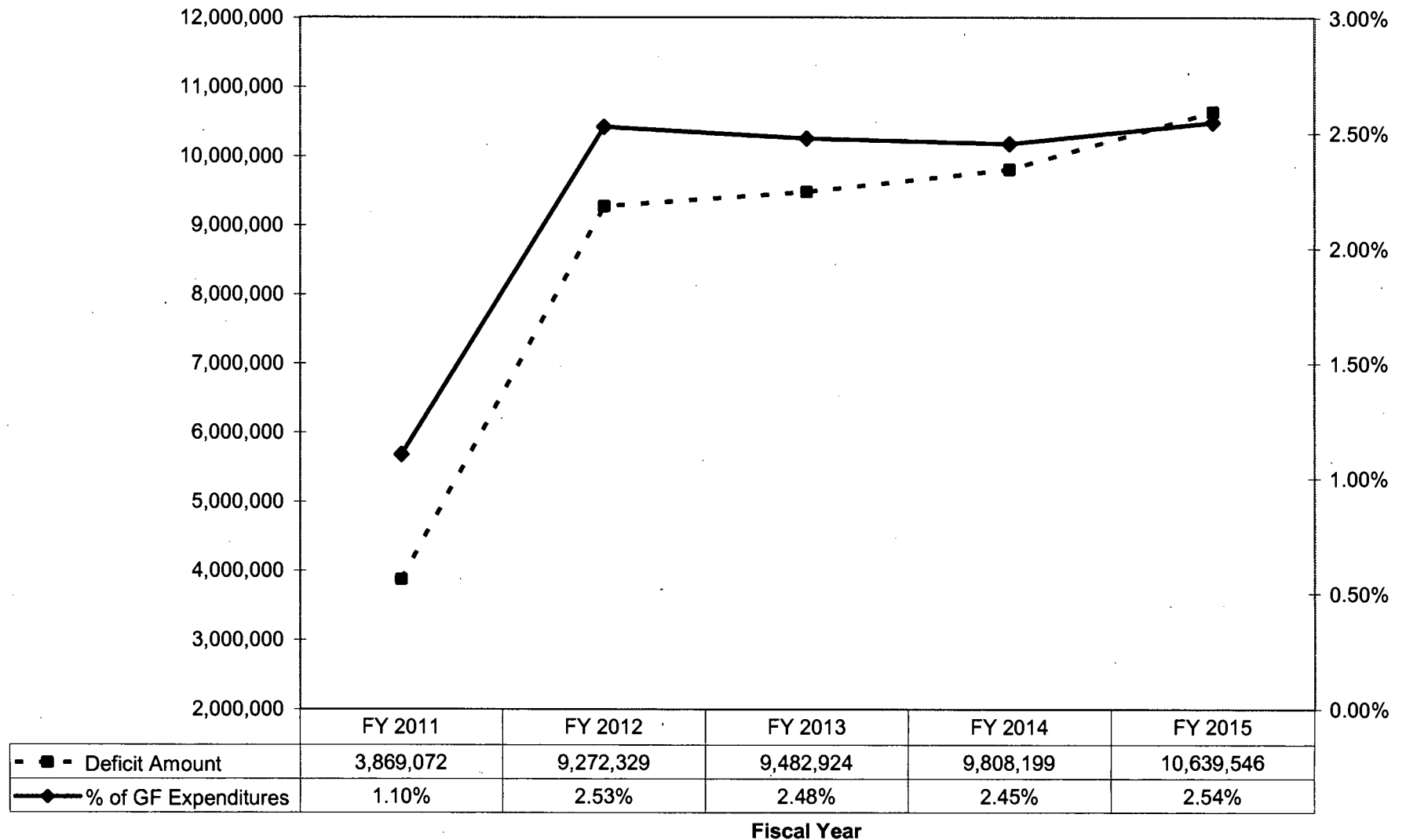
FY 2011 General Fund Forecast

- The forecast assumes a stabilizing national and local economy, with a protracted and uneven recovery
- Unemployment will remain high and credit will continue to be tight
- FY 2011 ongoing gap between revenues and expenditures of **\$3.9 million** vs. \$45.9 million forecast in February
- Reduction due to actions implemented in FY 2009 & 2010
- Explained by:
 - ✓ Wage & COLA Freezes and Lower CPI (\$7.8 million)
 - ✓ Increased Revenues (i.e., MVRT) (\$8.2 million)
 - ✓ Program Reductions (\$25 million)



5-Year General Fund Outlook

General Fund Annual Operating Deficit



5-Year General Fund Outlook

- Operating deficit grows to \$9.3 million or 2.53% of expenditures by FY 2012
- Operating deficit stabilizes from FY 2012 to FY 2015 at 2.5% of expenditures or \$9.3 million to \$10.6 million
- Assumes:
 - ✓ No ongoing backfill of state programs
 - ✓ No new or expanded General Fund programs
 - ✓ No structural changes in revenues (i.e., tax law changes or new legislation)
 - ✓ Total labor costs increase between 4.75% to 5.50%
 - ✓ 'Normal' Inflation
- The actual operating deficit will certainly be different



General Fund Revenue Forecast

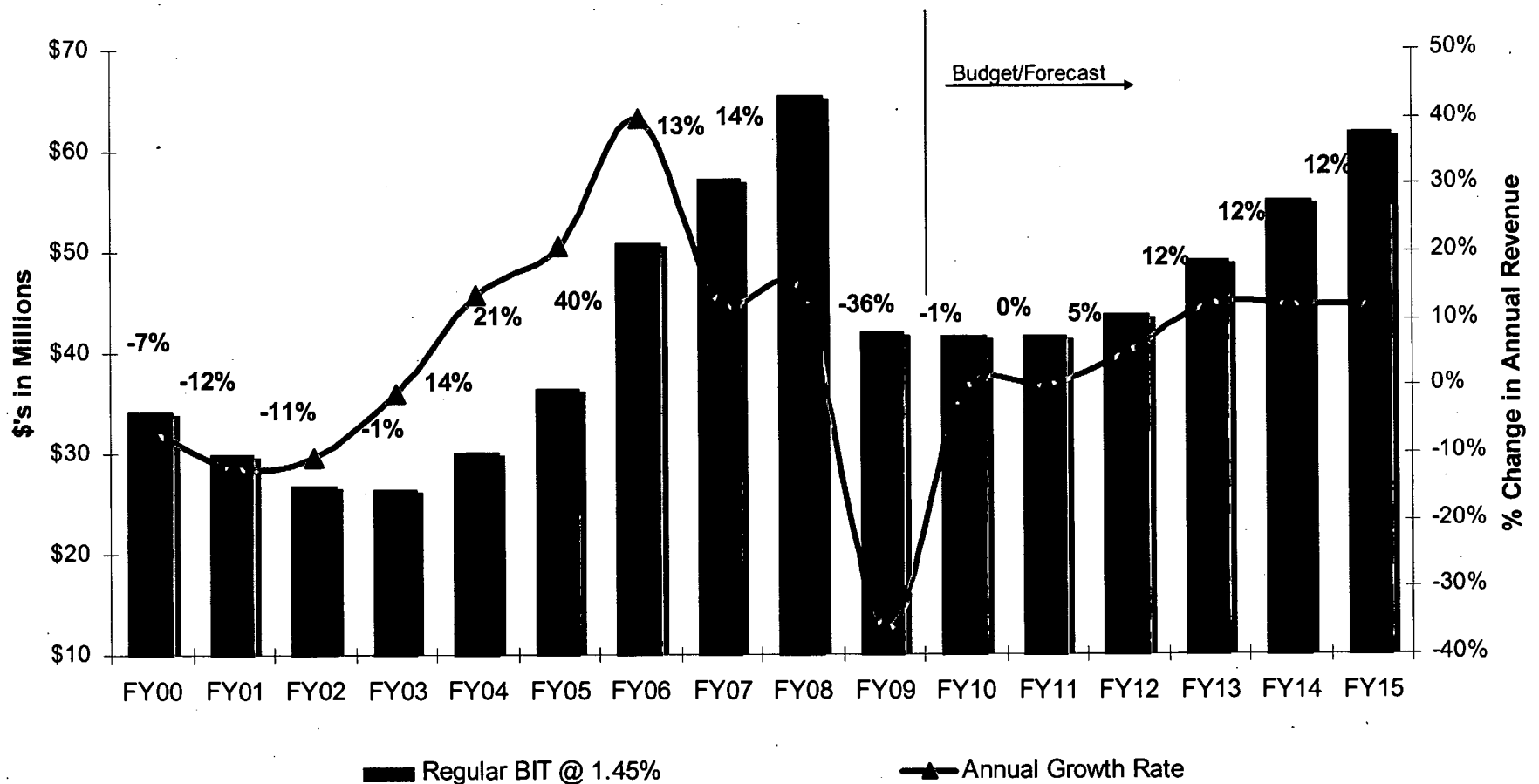
- FY 2011 Ongoing General Fund Revenues = \$345.9 million.
 - ✓ Property Tax (65.9%) - \$227.9 million
 - ✓ BIT (12.3%) - \$42.5 million
 - ✓ Motor Vehicle Rental Tax (5.2%) - \$17.8 million
 - ✓ Video Lottery & Liquor Tax (2.8%) - \$9.8 million
 - ✓ A&T Recording/CAFFA (2.3%) - \$7.9 million
 - ✓ Other – Indirect (\$16.6 million), US Marshal (150 beds), Juvenile Detention



General Fund Revenue Forecast

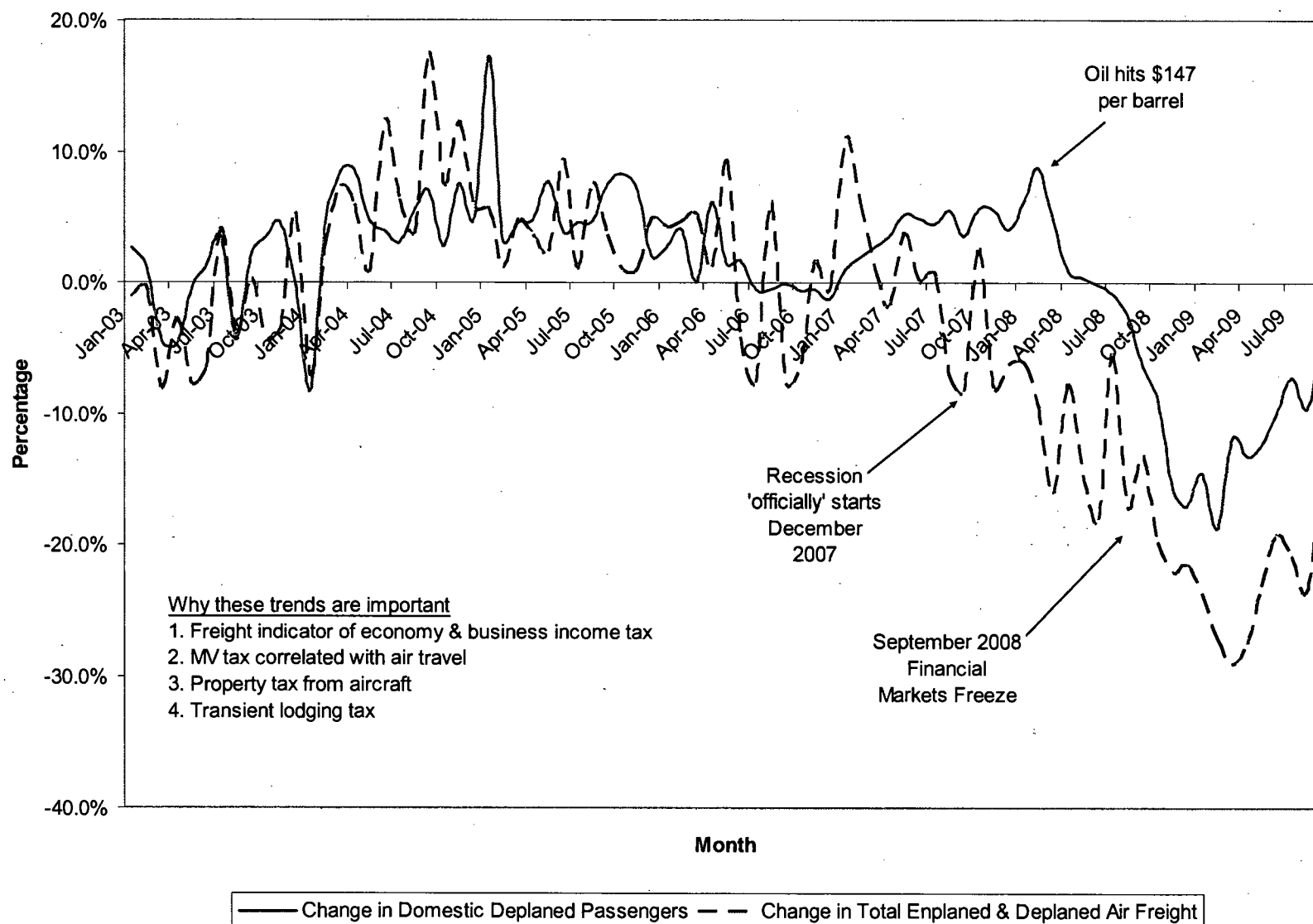
Annual BIT Collections

(FY 2000 to FY 2009 Actuals; FY 2010 Budget; FY 2011 to FY 2015 Forecast)

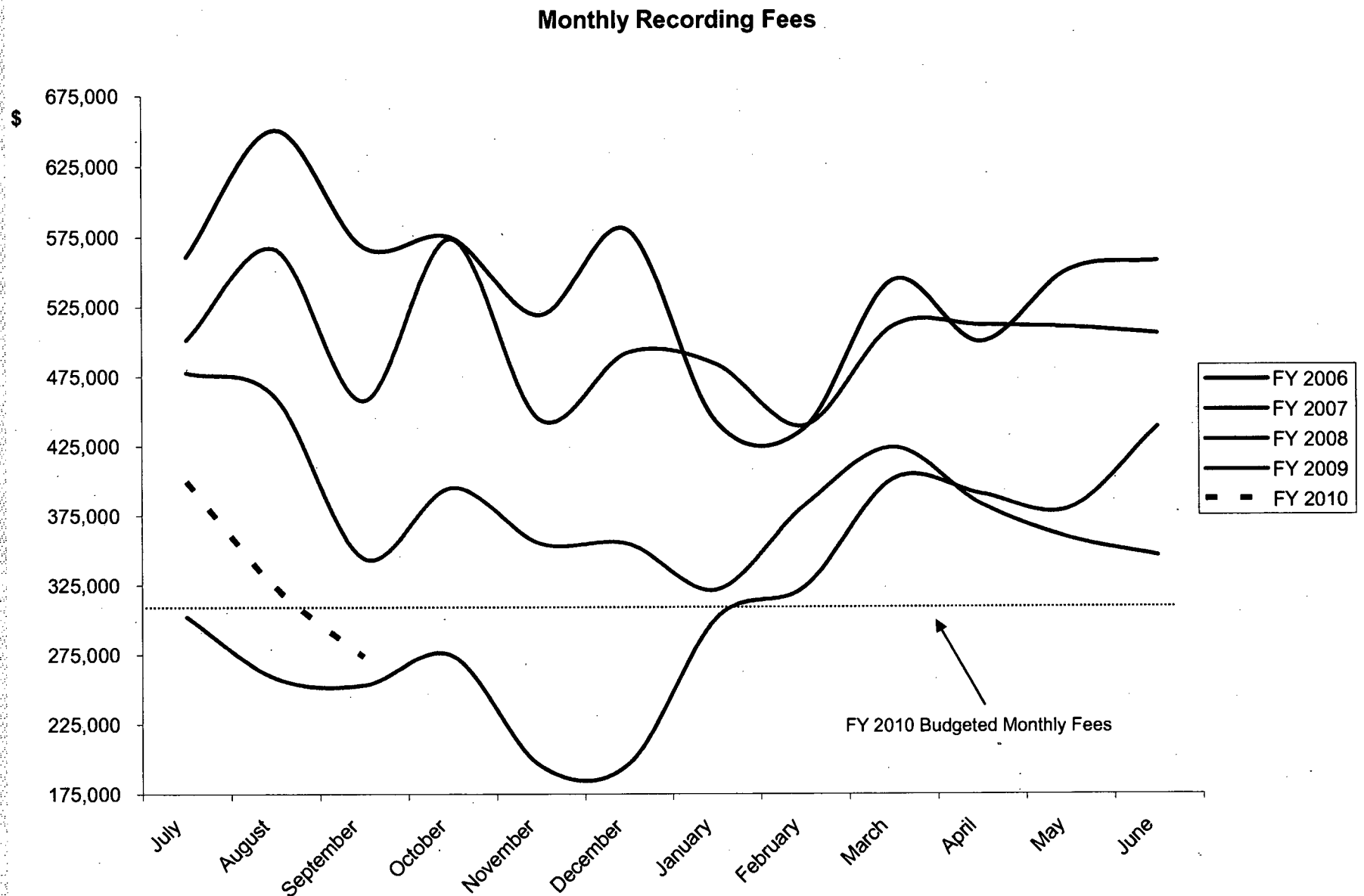


PDX Passenger & Freight Statistics

Year-Over-Year Change in Passengers & Freight at PDX (Thru September)



Monthly Recording Fees



Expenditure Assumptions

- Programs (and cash transfers) funded on a one-time-only basis in FY 2010 that are not continued in FY 2011.

OTO & Carry Over

10000B - Biz Process Re-Engineer (OTO)	150,000
BCC District 1 Carryover (CA)	1,500
10029 - Complete Count Census (OTO)	25,000
25061 - Bridgeview Building Redevelopment (OTO)	250,000
40013A - Early Childhood Svcs for First Time Parents (OTO)	100,000
40016A - Medicaid/Medicare Eligibility (OTO)	292,000
40035 - Health Planning & Evaluation (OTO)	205,000
40041 - B&Q Medical Billing (OTO)	115,000
72057A - Mgmt Class/Comp Study (CA)	300,000
72014 FRM - ITAX (OTO)	300,000
10019 - ITAX to Multnomah County Schools (OTO)	700,000
91024 - Animal Shelter Operations Restoration (OTO)	584,171
Chronic Offender/P57 Beds (PDX cut or to Fed/State Fund)	1,170,678

Transfers + Contingencies

95000 - Facilities Vacant Space Support (OTO)	1,100,000
72048B - A&T System Upgrade (OTO)	1,500,000
BIT Reserve (in Contingency) (OTO)	6,000,000
Unappropriated above 10% Reserve (OTO)	3,598,319



Expenditure Assumptions

- No 'new' FY 2010 programs, annualized program costs, or additional cost to existing programs.
 - ✓ Will need to cover ORPAT & CERT costs (\$272,000 +/-)
 - ✓ Others, such as Animal Control OTO Restoration (\$584,171)?

- Last Year (FY 2009 to FY 2010)
 - ✓ Additional costs and annualized costs = \$4.3 million
 - ✓ OTO funds supporting ongoing programs = \$4.2 million



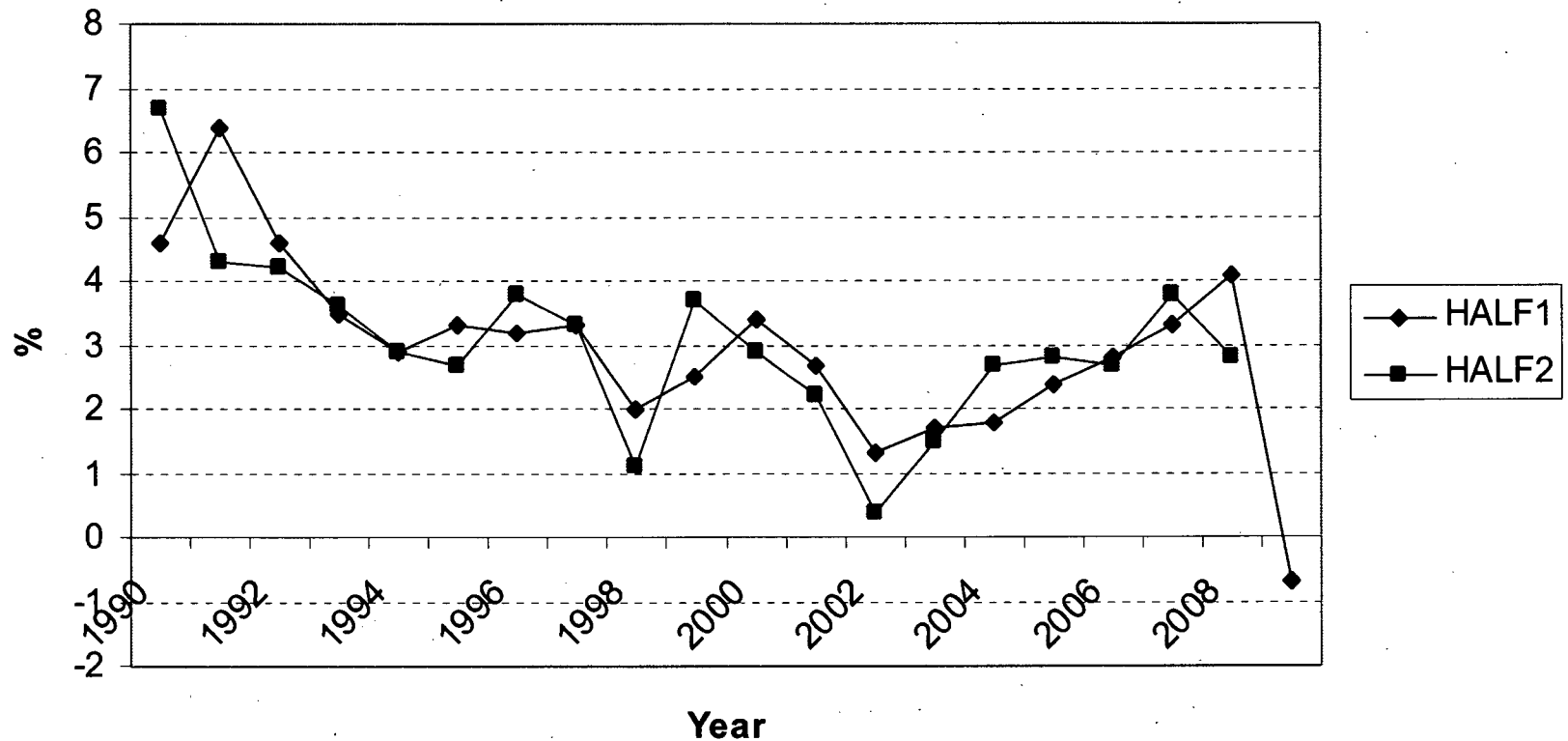
Expenditure Assumptions

- Cost Drivers for FY 2011
 - ✓ Inflation – +/- 0.00%
 - ✓ Average Personnel Cost Growth – 5.67%
 - COLA – 2.00%
 - Step/Merit – 1.50%
 - Medical/Dental – 14.63% vs. FY 2010 Budget
 - PERS – 1.00%
 - Retiree Medical – 0.25%
 - Liability – 0.1% to 0.45%
 - ✓ M&S and Contractual/Professional Services – 1.50%
 - ✓ Internal Service Cost Growth – 5.67%



Expenditure Assumptions

CPI - Urban Wage Earners & Clerical Workers
Portland-Salem



Possible OTO Resources for FY 2011

- Limited amount relative to past years
- Partially dependent on Board decisions in FY 2010
- Dependent on stabilizing economy... BIT Reserve could be needed

	Amount
Unappropriated above 10% Reserve level	3,598,319
Higher BWC (ending balance from FY 2009)	8,243,991
FY 2010 (Current Year Revenue Adjustments)	
Property Taxes	1,572,323
US Marshal Beds	(2,098,750)
CAFFA/A&T Supplement	250,000
Election Reimbursement Reduction	(124,000)
State Shared	
Liquor Tax	456,920
Cigarette Tax	(140,276)
Amusement Tax	75,000
City of Portland/Chronic Offender	(228,000)
FY 10 Revenue Adjustments	(236,783)
Less 10% Revenue Reserve Increase	(778,671)
OTO Funds available for FY 2011	10,826,856
 Additional FY 2011 OTO If BIT Reserve Not Used	 6,000,000



Forecast Risks & Issues

- Economy does not continue to stabilize and recover
 - ✓ BIT
 - ✓ Commercial real estate
 - ✓ Property Tax Compression
- New Asset Bubbles & Inflation
- State Budget/Economy
 - ✓ January Election
 - ✓ Stimulus Expiration
- Internal/Local Issues
 - ✓ East County Justice Center
 - ✓ Retiree Benefits Liability
 - ✓ Others, such as Health Care Costs



Summary

- FY 2010 budget okay after 1st Quarter
- FY 2011 operating deficit of \$3.9 million vs. a deficit that could have been as high as \$45.9 million
- FY 2012 operating deficit likely to grow to \$9.3 million
- FY 2012 to FY 2015 – annual operating deficit stabilizes at roughly \$10 million or 2.5% of expenditures
- OTO resources for FY 2011 of \$10.8 million, but high as \$16.8 million if the BIT reserve isn't used
- Questions?



BOGSTAD Deborah L

From: Multnomah County Chair
Sent: Thursday, October 29, 2009 11:54 AM
To: #MULTNOMAH COUNTY ALL EMPLOYEES
Subject: Budget Forecast FY 2010

**Ted Wheeler, Multnomah County Chair**

501 SE Hawthorne Blvd., Suite 600
 Portland, Oregon 97214
 Phone: (503) 988-3308
 Email: mult.chair@co.multnomah.or.us

To: All Multnomah County Employees

Fr: Ted Wheeler, Multnomah County Chair 

Re: Budget Forecast FY 2011

Dt: October 29, 2009

Today the Board heard some hopeful news about the county's financial position and economic conditions that will shape the county's fiscal year 2011 budget. While we still expect the need to reduce expenditures, it appears that our efforts last year to close a revenue-expenditure gap that would have grown to \$45.9 million in FY 2011 have paid off.

In adopting the current year's budget, we made some tough budget choices which affected our entire organization and many of our community service providers. Through wage and cost of living freezes, program reductions, and an increased motor vehicle rental tax, the \$45.9 million dollar gap is now \$3.9 million. Sacrifices by employee groups played a large role in our ability to meet an unprecedented budget constraint and minimize layoffs. Thank you for your creative ideas to streamline operations and strengthen our core services.

These actions, combined with what appears to be a stabilizing local and national economy, have mitigated our potential budget gap and strengthened our financial position for 2011. Should the economy continue to stabilize and we exercise fiscal prudence, the county's General Fund revenues and expenditures may be roughly equal by FY 2013.

I need to acknowledge that there are still uncertainties about the economy and revenues at the local, state and federal levels which could change our financial picture significantly. We expect the economic recovery will be protracted and uneven. Locally, we are projecting revenues from the Business Income Tax, property tax and motor vehicle registration to remain relatively flat, with no further declines and only modest growth. And, as you know, many of our core services rely heavily on state support. Ballot measures before voters in the January 2010 election could impact the state budget and county funding.

10/30/2009

This year we are making some changes to the overall budget process and timeline for clarity and efficiency. We will shorten the timelines for portions of the budget process and are modifying the program offer format and other processes.

We are also looking ahead and asking the questions about where we want to be in the next five years and beyond. These questions and forward thinking will help to shape a stronger organization, which can better weather the inevitable economic shifts.

An integral part of our vision for the future is my commitment to revamping county-wide administrative and business services. We are exploring innovative models to control costs and improve customer responsiveness. It will be challenging, but ultimately will help us to be more effective and accountable in managing our operations and finances.

I am cautiously optimistic about Multnomah County's financial situation and feel we are in a good position going forward, due to our fiscal management over the last three years. Here is the link to the [budget presentation](#) from today's board meeting. I will continue to keep you informed as we move through the budget process.