



Global Warming Progress Report

A PROGRESS REPORT ON THE CITY OF PORTLAND AND MULTNOMAH COUNTY LOCAL ACTION PLAN ON GLOBAL WARMING

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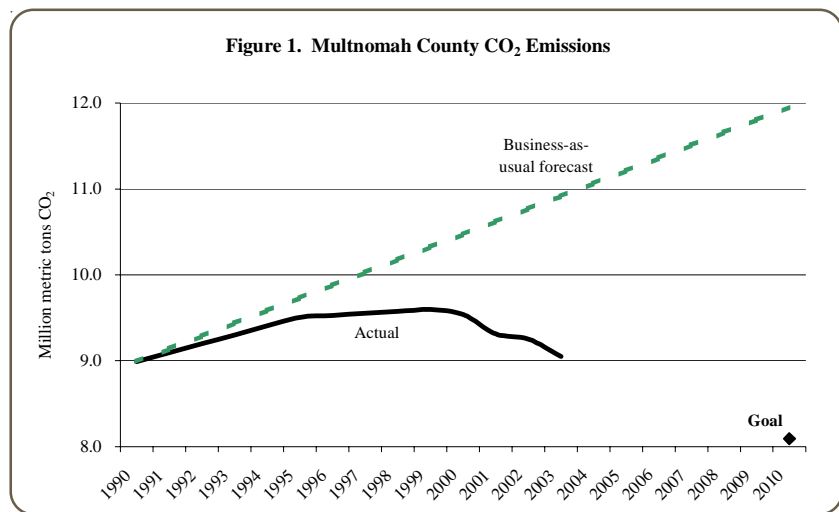
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Overview:

Steady Progress in Implementing the Action Plan

In 1993, Portland became the first local government in the U.S. to adopt a plan 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 more than one hundred short- and long-term actions to reduce emissions 10% from 1990 levels by 2010.

The City and County have made substantial progress in carrying out these actions, and local emissions are beginning to drop, sharply countering the national trend. Despite rapid population and economic growth, local greenhouse gas emissions in 2003 were less than 1% above 1990 levels and are 17% below forecast levels (see Figure 1). Preliminary data for 2004 indicate that emissions are now slightly below 1990 levels. On a per capita basis, emissions have fallen by 13%, an achievement unequalled in any other major U.S. city.



These accomplishments are the result of a diverse array of efforts spanning public agencies, local businesses, non-profit organizations and citizens.

Successes include:

- The addition of two major light rail lines and the Portland Streetcar and 75% growth in public transit use since 1990.
- The City of Portland's purchase of renewable energy for more than 10% of its electricity use.
- A recycling rate of 54%, among the highest in the nation.
- The construction of nearly 40 high-performance green buildings.
- The planting of over 750,000 trees and shrubs since 1996, improving the quality of local waterways as well as absorbing carbon dioxide from the atmosphere.
- The weatherization of 10,000 multifamily units and over 800 homes in two years.
- The establishment of the Energy Trust of Oregon and consistent funding for energy-efficiency and renewable energy programs.

These and other successes build on the critical foundation of Oregon's landmark land-use, transportation and community planning. Continued commitment to these strategies is essential to reducing local greenhouse gas emissions in the long run.

Achieving the City and County 2010 goal of 10% below 1990 levels remains a significant challenge, and it is important to recognize that even this goal is only the first step in addressing global climate change. In the long run, emissions must decrease by 60 to 70% to stabilize the climate. Nevertheless, recent trends suggest that systematic implementation of the *Local Action Plan on Global Warming* has put Portland and Multnomah County on track to reduce emissions and serve as responsible environmental stewards, locally and globally.

Trends and Highlights, 2001 - 2004

Implementation of the *Local Action Plan on Global Warming* is led by the Portland Office of Sustainable Development (OSD) and Multnomah County Sustainability Initiative. The Plan identified six focus areas and 150 specific activities to reduce local emissions, some targeted for completion by 2003 and others by 2010. Highlights and general trends for each of the focus areas follow, and the Appendix provides details on the status of each of the activities identified in the Action Plan for completion in 2003.

I. Policy, Research, and Education

The Action Plan has three objectives for research and education: monitor local greenhouse gas emissions; educate employees, local leaders, and community members on the challenge of global warming; and advocate for national action on global warming.

Portland has inventoried greenhouse gas emissions since 1990, allowing careful tracking of emissions trends. Education on global warming has also increased steadily over the last two years. At the City and County level, employees learn about greenhouse gas reduction strategies through interoffice communications and training sessions.

At the community level, Portland has emerged as a national laboratory for global warming education and action. Neighborhoods, advocacy groups, religious organizations and businesses have educated their members on the science of global warming and steps to mitigate it.

Though the federal government has taken exceedingly modest steps to address global warming, international cooperation continues to grow. Portland has established an international reputation as a leader among American communities in this respect, and Portland's efforts have inspired and informed similar initiatives in Europe, Asia, Australia, and Africa.

II. Energy Efficiency and Green Building

Energy-efficiency activities have made solid progress since 2000, with per capita building energy use declining 7%.

Much of this success is the result of the institutional foundation of the Energy Trust of Oregon. Created as a result of Oregon's landmark electricity restructuring legislation, the Energy Trust administers energy efficiency and renewable energy programs for customers of Portland General Electric, Pacific Power, and Northwest Natural, the energy utilities that serve Multnomah County and the City of Portland. In its first two years, the Energy Trust has provided energy-efficiency incentives to over 200 businesses and 14,000 households in Multnomah County, generating millions of dollars in savings for local businesses and residents.

City partnerships with the Climate Trust, Energy Trust, Multnomah County, and the Oregon Department of Energy improved energy efficiency in 10,000 multifamily units in 2003, the most in any year since Portland's program began in 1986. An innovative agreement between Portland and the Climate Trust enabled OSD to provide energy-efficiency services to developers and property owners in exchange for the Climate Trust receiving title to the resulting carbon offsets.

Energy efficiency has also achieved considerable success as a core element of "green building," an emerging field in which Portland has established itself as a national leader. In 2000, OSD launched a program that offers technical assistance, education, and financial incentives for green building to the design, development and building communities and the general public. Since 2001 the City has provided technical and financial assistance to more than 300 local buildings.

In its own operations, the City completed converting its traffic signals to highly efficient LED bulbs eight years ahead of target, an improvement that saves the City almost five million kWh per year and over \$500,000 annually in energy and maintenance costs. The success led to partnerships among OSD, the Energy Trust and the Northwest Energy Efficiency Alliance to assist other government agencies in installing LED traffic signals, a technological improvement that reduces energy use by 80%.

Multnomah County's energy program has also achieved several notable successes. In 2002, the Chair's Office adopted an executive rule on energy conservation standardizing best energy-management practices countywide. This rule established energy performance standards for a diverse array of energy-using equipment and practices for lighting, heating and cooling, appliances, and personal computers. The energy program also increased Multnomah County's renewable energy commitments while staying within budget limitations. This was achieved through reduced renewable power costs as well as donations from the Willamette Light Brigade to light Multnomah County bridges with renewable power. Most recently, the County adopted high-performance, green building criteria for all County building construction projects.

III. Transportation, Telecommunications, and Access

Sensible transportation planning and policies have been a hallmark of the Portland area for several decades. With a successful and growing public transit network, walkable neighborhoods, and a long-term vision of managed growth, Portland addresses its transportation challenges from a position that most large American cities can only envy.

In the last three years, transportation infrastructure has leapt ahead. Portland's central city streetcar debuted in 2001 and TriMet's light rail lines to the airport and to North Portland opened in 2001 and 2004, respectively.

Nevertheless, transportation continues to account for over 40% of local greenhouse gas emissions. To reduce transportation emissions, the City and County must provide local residents and businesses with the infrastructure and incentive to get out of their cars.

Portland's Transportation Options Program addresses this need directly, using incentives, mass marketing and grassroots outreach to educate Portland businesses and residents about alternatives to driving alone. These efforts coincide with continued improvements to transit, bicycling and walking infrastructure. Census data show that commuting on foot and by bicycle increased almost 10% between 1990 and 2000 while the share of commuters driving alone fell slightly.

Portland and Multnomah County have made changes in their own vehicle fleets as well. Portland has purchased more than 30 highly fuel-efficient hybrid vehicles since 2001, and diesel vehicles now run on a 20% biodiesel blend. Multnomah County has set high fuel-efficiency standards for vehicle purchases and converted its diesel fuel to biodiesel, reducing net carbon dioxide emissions by over 70 percent.

IV. Renewable Energy Resources

The Action Plan sets aggressive goals for renewable resources, including instructing City government to acquire 10% of its energy needs from renewable sources like wind and solar power by 2003.

To meet this target, Portland added to its existing renewable energy resources, which include hydroelectric turbines in its drinking water reservoir system and a fuel cell powered by waste methane from the Columbia Boulevard Wastewater Treatment Plant. Most significantly, in June 2003, the City purchased green tags representing nearly 44 million kWh of wind power—enough to supply 4,000 homes for a year—generated at the Stateline Wind Energy Center in eastern Oregon and Washington. Through the combination of these actions, City government has provided just over 11% of its electricity through 2005 from renewable sources.

In recognition of Portland's accomplishments, the U.S. EPA named the City of Portland the Green Power Partner of the Year for 2003, the first municipality to earn this designation.

Multnomah County has made only modest accomplishments towards supporting renewable energy resources, and has identified this area as one needing further support for continued progress.

Renewable energy has made steady progress in the broader community as well. Portland General Electric and PacifiCorp rank second and fourth, respectively, in a recent national survey of utility green power suppliers, and about 6% of the utilities' Portland customers now purchase green power.

V. Waste Reduction and Recycling

Portland has long been a leader in waste prevention and recycling. Portland's recycling system – offering universal residential coverage, requiring businesses to develop plans to recycle a minimum of 50% of their waste and diverting 54% of the city's total waste from landfills – is one of the most effective in the nation.

Portland's most significant new waste initiative is a recently launched commercial food waste collection program. On the County side, an innovative resource management contract was established to create incentives for waste haulers to increase recycling recovery rates within Multnomah County facilities.

Through OSD's BlueWorks business assistance program, recycling participation among businesses is increasing and firms are using more sustainable practices. OSD is also working to boost an already high rate of residential recycling by focusing on low-participating neighborhoods and apartment buildings. Results indicate continuous improvements on both the commercial and residential sides.

VI. Forestry and Carbon Offsets

The Action Plan sets goals for the City to plant trees, develop wood purchasing policies to reduce old-growth timber consumption and to better quantify and value the benefits of urban forestry. These goals are scheduled for completion by 2010. The City has begun preliminary work on inventorying and valuing its forest canopy. In the meantime, the City is pursuing an aggressive tree planting policy. In 2001 and 2002 alone, the City's Bureau of Environmental Services and Parks and Recreation planted over 600,000 trees.

Next Steps

Portland and Multnomah County have made exceptional progress in carrying out the Local Action Plan on Global Warming. Efforts since 2001 span virtually all local government agencies as well as a lengthy list of community partners. Overall emission trends are encouraging. Nevertheless, a number of key activities lie ahead. Major activities planned for the next two years include:

- Exploring the feasibility of a utility-scale wind power project to supply all City facilities with 100% renewable power
- Launching a composting program for major sources of food waste in Portland
- Achieving a 60% recycling rate in 2005
- City of Portland participation in the Chicago Climate Exchange, a voluntary partnership in which companies and governments make legally binding commitments to reduce greenhouse gas emissions from their operations
- Implementing a five-month transportation options campaign to reduce County employee automobile travel
- Supporting the implementation of the West Coast Governors' Global Warming Initiative and specifically Governor Kulongoski's Global Warming Strategy

In addition, the City and County will continue to track and report greenhouse gas emissions annually and will prepare a report on progress through 2006.

Achieving the 2010 target of 10% below 1990 levels remains an ambitious goal, but with persistence, coordination and innovation, Portland and its many partners can serve as a model community that thrives while addressing the challenge of climate change.

Appendix 1: Multnomah County Greenhouse Gas Emissions Data Tables

Multnomah County, Oregon Greenhouse Gas Emissions, selected years 1990 to 2003

Metric tons CO₂ equivalent

	1990	1995	1999	2000	2001	2002	2003
Residential	1,767,755	1,759,862	1,851,915	1,960,042	1,915,575	1,883,936	1,835,827
Commercial	1,887,143	2,036,299	2,124,845	2,304,186	2,267,802	2,189,450	2,183,535
Industrial	1,364,462	1,462,770	1,541,743	1,578,558	1,501,977	1,281,160	1,198,183
Transportation	3,434,399	3,369,864	3,479,265	3,371,078	3,340,332	3,587,559	3,535,720
Waste	537,633	534,115	345,453	323,882	286,682	310,633	294,869
TOTAL	8,991,393	9,162,910	9,343,221	9,537,746	9,312,368	9,252,738	9,048,134
% change from 1990		1.9%	3.9%	6.1%	3.6%	2.9%	0.6%
Emissions calculated using ICLEI's Clean Air & Climate Protection software, version 1.0							

Multnomah County Per Capita Greenhouse Gas Emissions

Metric tons CO₂ equivalent

	1990	1995	1999	2000	2001	2002	2003
Residential	3.03	2.81	2.86	2.97	2.86	2.79	2.71
Commercial	3.23	3.25	3.28	3.49	3.39	3.24	3.22
Industrial	2.34	2.33	2.38	2.39	2.25	1.90	1.77
Transportation	5.88	5.38	5.38	5.10	4.99	5.31	5.22
Waste	0.92	0.85	0.53	0.49	0.43	0.46	0.44
TOTAL	15.40	14.63	14.44	14.44	13.92	13.70	13.35
% change from 1990		-5.0%	-6.2%	-6.2%	-9.6%	-11.0%	-13.3%

Appendix 2: Review of Local Action Plan on Global Warming Activities Targeted for Completion in 2003

Actions Called For

City and County Efforts

Policy, Research and Education

Status as of December 2004

Compile and update an inventory of greenhouse gas emissions from City and County operations and track related solid waste, energy, economic and environmental data.

The City of Portland Office of Sustainable Development (OSD) continues to maintain an inventory of local greenhouse gas emissions and has compiled emissions reports since 1990.

The Portland Multnomah Progress Board tracks environmental benchmarks, including water consumption, energy use, water quality and recycling rates.

Multnomah County tracks utility use through its energy management system; County fleet personnel track fleet fuel consumption. In 2003, Multnomah County established a database to track solid waste recycling.

Educate employees and bureau managers about sustainability with a focus on specific operational changes that can be made to reduce greenhouse gas emissions. Require employee education on fuel-efficient driving and reducing energy use at work.

The City and County seek to educate employees and agency managers through voluntary training sessions and informal presentations. Education activities during the last two years include:

- Periodic City and County training seminars, including a May 2002 sustainable purchasing training attended by 80 City employees and 26 County employees. In May 2001, 50 city employees and 25 County employees attended an all-day seminar presented by The Natural Step, entitled "Transitioning to Sustainability."
- The launching, in spring 2003, of "ReThink," a month-long series of seminars dedicated to fostering sustainable practices in the building and remodeling sectors. Coordinated by OSD, the series was oriented primarily toward the private sector. However, City and County staff took part in many of the sessions, both as panelists and attendees.
- The establishment of a citywide Sustainable Infrastructure Task Force to develop city expertise in infrastructure practices related to paving materials, stormwater reuse, and street area landscaping.
- Participation by City and County employees in sustainability courses offered by the Northwest Earth Institute (NWEI).

Actions Called For

City and County Efforts

During FY 2002-2003, NWEI conducted 14 sustainability courses in City offices and seven courses in County offices.

In addition to training, the City and County educate employees through city- and countywide electronic communications.

OSD has produced a monthly “Green Tip” covering sustainability issues (including global warming). The Green Tip is emailed to all employees.

Multnomah County’s Fleet Management disseminates Fleet Information Bulletins to all county offices; these bulletins address issues such as fuel conservation. A fall 2003 bulletin specifically addressed global warming.

The City and County also educate employees through educational displays at city/county buildings. County Green Teams conduct walk-throughs at county buildings and providing employees with suggestions and resources (e.g. light switch plates reminding employees to turn out lights, recycling signs) for implementing conservation measures in their building.

One indicator of growing awareness among city employees is the inclusion of carbon dioxide emissions as a performance metric in the City’s adopted budget starting in FY 2003-04. The Office of Management and Finance reports CO₂ emissions from its facilities and fleet in the City’s formal budget document and establishes performance goals for the next fiscal year.

Inform local elected officials, community leaders, and local and regional media about the causes and impacts of global warming.

The *Local Action Plan on Global Warming* and its subsequent progress reports (including this document) are the primary City/County efforts to inform local and regional leaders and media about global warming.

Continue to compile and distribute information on greenhouse gas reduction technologies, programs, and policies that will improve Portland’s economy and environment.

Multnomah County has established an internal network (MINT) for county employees. Designed as a “one-stop shop” for employee resources, the network includes information on global warming and relevant measures for county employees to take in response.

Many City and County offices are gathering information on greenhouse gas reduction strategies relevant to their operations. The City’s Office of Sustainable Development tests and promotes

Actions Called For

City and County Efforts

best practices and technologies to foster urban sustainability; many of these reduce greenhouse gas emissions.

Implement and support education and outreach programs to:

- a. Improve community understanding of the nature of the greenhouse gas effect and possible global, regional, and local impacts of climate change
- b. Inform residents, businesses, and institutions about how their actions affect greenhouse gas emissions
- c. Encourage residents, businesses, and institutions to reduce greenhouse gas emissions.

The City provided technical assistance and workspace to Global Action Plan's Cool Portland Campaign, which organized citizen-led teams pledging to incorporate CO₂-reducing actions into their daily activities. Over seven months in 2002, 92 participating households reduced their CO₂ emissions by an average of 6,300 pounds, totaling annual reductions of 250 tons.

Since 2001, OSD staff have participated in 16 global warming outreach events, addressing students, policy makers and other stakeholders.

OSD's Green Building Division organized ReThink, a 16-week green building course focused on water, energy, construction materials and economics.

Expand the civic, educational, religious, and neighborhood institutions that specifically address global warming.

In February 2002, OSD convened a workshop to coordinate public outreach on the issue of global warming. Representatives of government, community and business groups attended. The workshop resulted in a draft communications strategy, and global warming is expected to be a key component of an overall communications effort around sustainable development.

OSD supports the outreach efforts of non-governmental initiatives addressing global warming by providing technical assistance, coordination, and limited financial support.

Community action on global warming has significantly grown in the last two years:

- The Oregon Interfaith Global Warming Campaign has organized a series of education events and conferences, including an September 2003 conference of national and regional religious leaders. OSD provides technical assistance and support to this and other community efforts.
- The fifth annual Race to Fight Global Warming, sponsored by the Portland-based Green House Network, took place April 2004 with 1200 participants. The race has expanded to seven other U.S. cities.

Actions Called For

City and County Efforts

- Better World Club, a Portland-based company offering roadside assistance, insurance, and travel nationwide, launched in 2002. The company sells travelers vouchers to offset CO₂ generated during air and car travel.
- The Bonneville Environmental Foundation's sales of Green Tags, which allow consumers to offset the CO₂ generated from their non-renewable energy purchases, have increased. Green Tags make the environmental benefit of renewable energy available to consumers who use non-renewable power. The City of Portland has purchased Green Tags to help offset its own emissions.

Provide tools to local residents and businesses to estimate their greenhouse gas emissions and emission reductions.

OSD has developed a CO₂ calculator, with recommended reduction strategies. It is available on the OSD web site at www.sustainableportland.org. Global Action Plan and the U.S. Environmental Protection Agency provided technical and financial assistance.

Other local efforts match a CO₂ calculator with the opportunity to purchase CO₂ credits to offset one's own emissions. Examples include Mercy Corps, a Portland-based international humanitarian relief and development agency, which has partnered with The Climate Trust to provide offsets, available at www.carboncounter.org. The Bonneville Environmental Foundation offers its own calculator and offsets in the form of Green Tags at www.greentagsusa.org.

Work with City and County agencies to publicize greenhouse gas-reducing projects and actions through public education efforts.

The City promotes environmentally responsible local business practices and products through its annual BEST Awards. Winners of this competitive award have innovated in the areas of energy efficiency, water conservation, waste reduction, transportation alternatives, and/or environmentally responsible product development. Award winners are honored at a breakfast attended by the Mayor, City officials, a high-profile keynote speaker, and hundreds of guests. Media exposure is typically high, making the BEST Awards one of the most significant venues for the City to publicize environmental quality and greenhouse gas-reducing projects.

Actions Called For

City and County Efforts

Additionally, in 2002 the City of Portland was awarded the U.S. Environmental Protection Agency's Climate Protection Award for its efforts to reduce local emissions of greenhouse gases.

In cooperation with the Northwest Energy Efficiency Alliance, OSD undertook a targeted marketing campaign to inform other local governments in the region about its success in replacing Portland's traffic signals with highly efficient LED signals.

Encourage and support greenhouse gas-reduction efforts at state, national, and international levels.

Staff members from OSD regularly brief state and national policy makers on Portland's efforts to reduce local greenhouse gas emissions. Additionally, the City has advocated for increased corporate average fuel economy standards, and has supported Congressional efforts to regulate greenhouse gas emissions at a national level.

On the international level, the County and City both participate in the International Council for Local Environmental Initiatives' (ICLEI) Cities for Climate Protection Campaign by contributing case studies, sharing information and networking with other member cities. Both the City and County participate in ICLEI's Pacific Coast Roundtable for Municipal Sustainability Programs.

In 2003 and again in 2004, the City of Portland participated in a "Conference of the Reducers," a gathering of leading corporate and government greenhouse gas reducers from the United States, Canada, Europe, and Australia.

Energy Efficiency in Buildings

Status as of December 2004

Invest in all energy-efficiency measures with simple paybacks of 10 years or less.

Adopted as City policy in 2001.

In August 2002, Multnomah County adopted an Executive Rule on Energy that included this policy.

Develop and adopt energy- and resource-efficient building standards for all City and County new construction and major renovation projects.

OSD's G/Rated Program, which provides incentives and technical assistance in green building, has established a green building certification program based on the U.S. Green Building Council's Leadership in Efficiency and Environmental Design (LEED) system. For City projects, Portland LEED is now the required standard for major new construction and renovations.

Actions Called For

City and County Efforts

Multnomah County's Executive Rule on Energy includes a county-wide goal of reducing energy consumption by an additional ten percent (by 2010) beyond the 10% savings achieved since 1994. Additionally, high-performance green building standards based on LEED criteria are required for all County construction projects.

Multnomah County's Executive Rule on Energy sets guidelines for energy and resource-efficiency in county buildings. These include minimizing after-hours lighting, standardizing workspace temperatures, banning space heaters, requiring Energy Star appliances and configuring computers to shut down at end of the workday.

Establish City and County policies to purchase Energy Star or equivalent products, when available, for any equipment that uses electricity, natural gas, or fuel oil.

City and County policies are now in place.

Require all City and County construction projects to exceed energy code by 20 percent on new construction and 10 percent on retrofits.

Portland LEED, the energy and resource efficiency standards for major City construction and renovation projects, incorporates these requirements. Multnomah County's Executive Rule on Energy targets a 30% increase over code on new construction and a 10% over code on retrofits.

Weatherize 250 homes occupied by low-income households through the City's Block-By-Block program and 500 homes through the County's weatherization program.

The City's Block-By-Block Program weatherized 261 homes in the fiscal years 2001-2003.

Multnomah County's Office of School and Community Partnerships, Energy Office offers home weatherization services, funded by state and federal sources. Services include wall, attic, floor, duct and waterpipe insulation, moisture barriers, and efficiency and safety testing for furnaces, water heaters, and blower doors. Between June 2001 and April 2003, the County weatherized 826 homes.

Actions Called For

City and County Efforts

Facilitate the installation of energy-conservation measures in 3,500 multi-family units.

OSD has been facilitating energy conservation in multifamily residences for over fifteen years. Since April 2001, OSD has implemented several conservation programs, which together have facilitated installation of energy-conservation measures in over 10,000 apartment units.

Conservation measures include efficient thermostats, low-flow showerheads, improved insulation and insulated windows.

In 2002, OSD launched a five-year partnership with the Climate Trust to weatherize approximately 10,000 units by 2008. The Climate Trust will fund weatherization and bank the nearly 250,000 metric tons of CO₂ offsets.

Support the implementation of local residential energy-conservation programs funded through the electricity system benefits charge or utility funds.

Public purposes utility charges (3% of PGE and PPL rates) now fund energy efficiency and renewable energy resources through the Energy Trust of Oregon, which began operating in March 2002. OSD works with the Energy Trust of Oregon to implement these programs.

Implement neighborhood-based outreach efforts to combine and promote energy and water conservation, solid waste reduction, safety, and livability.

OSD staff held 32 Home Conservation Workshops in summer and fall 2001. Almost 500 Portland residents attended the workshops, which covered waste reduction, recycling, and energy and water conservation.

In addition, 92 households participated in the Cool Portland Campaign (see above).

The City of Portland held six "Fix-It Fairs" in lower-income neighborhoods throughout Portland during the last two years. Approximately 3000 people participated in the fairs, which provide residents with information and materials to make energy, water, waste, safety and livability improvements to their homes.

Require green building and energy-efficiency measures, including Energy Star or equivalent appliances, lighting, and heating equipment in City-

Portland LEED (see above) is now required on major City-funded new and redevelopment projects. LEED criteria are now required on all County building construction projects as well.

Portland Development Commission, in partnership with OSD, the Bureau of Housing and Community Development, and

Actions Called For

City and County Efforts

funded affordable housing and other development projects.

housing stakeholder groups, developed a set of 66 required and voluntary green building strategies for affordable housing products. Originally published in 2002, *Greening Portland's Affordable Housing* will be updated and expanded in 2005.

Support residential conservation programs through new agreements in franchises with local utilities.

No new franchise agreements have been signed since the Local Action Plan on Global Warming was adopted in 2001. However, franchise discussions between the City and Portland General Electric are proceeding and have included discussion of global warming and sustainability provisions.

Work with the 100 largest local business, industrial and institutional energy consumers to establish and meet energy-efficiency and greenhouse gas-reduction targets.

Limited activity to date.

Actively promote the implementation of local commercial and industrial energy-conservation programs funded through the electricity system benefits charge or utility funds.

The City of Portland has supported public benefit funding for conservation programs throughout the Legislature's restructuring of power markets. The Energy Trust of Oregon, the result of 1999 restructuring legislation that established a 3% public purpose charge on electricity bills, launched a series of energy efficiency programs in 2003. Programs include services and incentives to businesses for investing in energy-efficient equipment and other conservation measures.

Provide green building design assistance and technical resources to Portland developers, designers, and builders. Develop local standards for green buildings and help local buildings meet national energy-efficiency and green building standards such as LEED, Energy Star, and Earth Advantage. Impact at least 3 million square feet of commercial and institutional space by 2003.

G/Rated, OSD's green building program, offers technical assistance, education, and financial incentives to the design, development and building community. G/Rated has developed a Portland green building standard based on LEED. A second generation of the Portland LEED criteria, designed to be more user-friendly, was released in July 2003. In 2001 the Portland Development Commission adopted a Green Building Policy mandating LEED certification for major projects, and a set of voluntary and required green building measures for its affordable housing.

As of February 2003, a total of 3.4 million square feet of space

Actions Called For

City and County Efforts

was in LEED-certified or registered buildings, with an additional 143,800 square feet of commercial projects participating in the City's Green Investment Fund. By the end of 2004, more than 40 buildings in the Portland area were certified or registered through LEED, more than any other city.

Facilitate the use of energy-service performance contracts, when appropriate, by businesses, government, and non-profit agencies.

The Oregon Legislature in 2003 passed HB 3476, exempting energy savings performance contracts from competitive bid requirements and directing the Attorney General to adopt appropriate rules for establishing performance contracts. Such contracts allow private energy contractors to fund and implement efficiency measures in their clients' operations, earning a return on the investment by taking a portion of the energy savings as a performance fee. They have not been common in Oregon; the bill attempts to remove legal and administrative barriers to their use.

Reduce heating and cooling loads by promoting light-colored roofs and paving materials, planting trees, and increasing vegetative cover.

The Bureau of Environmental Services and OSD, along with Green Roofs for Healthy Cities, sponsored Greening Rooftops for Sustainable Communities 2004, the second annual North American Green Roof Infrastructure Conference, Awards & Trade Show.

Multnomah County has engaged graduate researchers at Portland State University to measure the energy savings from the 12,000-square-foot green roof installed on the Multnomah Building in June 2003. A proven 10% savings can help establish green roofs as a viable candidate for the Business Energy Tax Credit, significantly reducing cost barriers to wider commercial adoption of green roof techniques.

Portland-based Ecoroofs Everywhere, a non-profit organization dedicated to supporting the use of greenroof technologies, has installed or consulted on the installation of over a dozen ecoroof projects in the Portland-Vancouver area. The organization assists property owners with technical assistance, design, and installation, all with an eye towards making ecoroof installation easy and affordable for homeowners.

Actions Called For

City and County Efforts

Support amendments to the State Business Energy Tax Credit and State Energy Loan Program to encourage green building practices and make the tax credit more accessible to organizations.

The Oregon Legislature amended the Business Energy Tax Credit in 2001 to cover LEED certification and facilitate pass-through of the tax credit. The pass-through allows organizations without tax liabilities to benefit from the tax credit by passing it to a partner organization, which in return helps to fund energy improvements.

Convert traffic signals to LED technologies.

The Portland Office of Transportation completed LED conversion in December 2001, replacing more than 13,000 signals. The conversion saves 4.9 million kilowatt hours per year, equal to 2,300 tons of CO₂.

Multnomah County's Transportation Division has completed conversion to red/green LEDs for 94 of the 110 signals and flashers for County-owned and -maintained roads and bridges.

This action item was scheduled for completion by 2010 but was completed early to capitalize on utility rebates and achieve additional CO₂ savings.

Transportation, Telecommunications and Access

Status as of December 2004

Require City and County agencies to offer bus tickets to visitors who arrive by transit in any situation where the agency validates parking.

In 2001, Multnomah County established an Employee Commute Options-Park (ECOPark) Committee to "develop countywide policy recommendations targeting sustainable multi-modal commute alternatives and parking strategies for Multnomah County employees," as noted in the committee's report. The County adopted these recommendations, collectively known as the Travel Smart policy, in January 2002.

The County's Travel Smart policy now requires County agencies to offer bus tickets to visitors who arrive by transit in any situation where the agency validates parking. The City of Portland has not yet implemented a policy.

Implement City and County policies to encourage transit whenever appropriate and to provide employees with transit tickets for travel on business.

Multnomah County's Travel Smart policy encourages employee transit whenever appropriate and provides transit tickets for business travel.

Actions Called For

City and County Efforts

Expand City and County transit-pass subsidy programs.

Multnomah County expanded its transit-pass subsidy program in 2002; all county employees are now eligible. As of December 2004, 2750 employees were enrolled in the program, a 65% enrollment rate.

The Portland Office of Transportation's Trip Reduction Incentive Program (TRIP) offers all City employees either a \$25 per month bus pass, carpool parking, or a bike/walk incentive. Since its introduction in 1995, the program has resulted in a 20% reduction in weekly auto trips to downtown Portland, where 2,700 City employees are based. Approximately 1,300 of these employees have participated in the program.

Support expanded transit lines and increased frequency of service on major transit arterials.

The City of Portland has sought expanded transit lines and increased service frequency in selected areas, including Lents, Interstate and Northwest.

Since 2001, TriMet and the City of Portland have opened the Portland Streetcar (July 2002), improved pedestrian signage, installed new bike racks, and increased MAX and bus service (currently TriMet offers 16 high frequency bus and MAX lines, and expects to add more in the near future).

Expand the number of businesses that offer transit tickets to shoppers who request them.

The Portland Office of Transportation's Options Division has worked with businesses in Northwest Portland to make tickets widely available to customers. The program expanded to Interstate Avenue in 2004, coinciding with the start of service of the Interstate Avenue MAX.

Work with TriMet to improve access to transit service.

- Encourage shared parking opportunities such as movie theaters with primary parking needs in evenings and churches or other facilities with weekend-only parking needs.
- Support additional park-and-ride lots in locations

The Portland Office of Transportation (PDOT) has worked with TriMet to improve access to transit service throughout the city.

PDOT encourages shared parking and additional park-and-ride facilities where feasible.

PDOT has targeted Northwest Portland, Lents, and Interstate Avenue for public transit improvements. Through grant funding and partnerships with TriMet, PDOT has undertaken a series of accessibility projects including bus stop improvements, signal priority improvements, and pedestrian access improvements, such as curb ramps, pedestrian wayfinding signage, and audible

Actions Called For

- where substantial VMT reductions can be achieved.
- Provide additional services such as secure, covered bicycle parking, coffee and newspapers during peak hours, and other amenities.
 - Continue and expand projects that increase pedestrian accessibility to transit stops, neighborhood shopping areas, schools, churches, and parks.
 - Help transit riders to show their neighbors, friends, and co-workers how easy it is to take transit.

City and County Efforts

signals. PDOT has developed and is promoting a destination-based walking program for Interstate Avenue called “Ten Toe Express.”

In conjunction with the opening of the Portland Streetcar in July 2002, 8000 residents of NW Portland were offered a special program aimed at increasing access to transit and reducing drive-alone trips. It featured the new “Options Card” plus other incentives, pedestrian signage, new bike racks, and improved bus, MAX, and Streetcar service. Surveys showed that holders of the Options cards decreased their drive alone trips by 4% and increased transit trips. TriMet pass purchases tripled, and car sharing increased as well.

PDOT is also working to help transit riders recruit friends and co-workers through its TravelSmart program. TravelSmart, based on a social marketing approach, identifies individuals interested in changing their travel habits and provides them with information about how to use transit, bike, walk or carpool. It was launched in Southwest Portland in September 2002; the first of two follow-up surveys took place in February 2003. The project cost \$150,000 and has resulted to date in 440,000 fewer vehicle miles traveled per year. Initial marketing focused on commute trips; TravelSmart and TriMet have recently implemented a new marketing strategy focused on recreational and off-peak hour trips.

Support the expansion of TriMet’s “Fareless Square” to appropriate areas.

The Fareless Square was extended to the Lloyd District in September 2001, funded by parking meter revenues, increased hotel/motel taxes and TriMet.

Continue to provide maps highlighting alternative modes of transportation and preferred routes for those modes.

The Portland Office of Transportation’s Options Division has created a new citywide bike map, four family-friendly neighborhood maps, and a Southwest Portland walking map. The County’s Land Use and Transportation program continues to offer a free Bicycling Guide that maps bike routes in East and West Multnomah County.

Actions Called For

Publicize and participate in campaigns to promote options to single-occupancy vehicle travel:

- Implement an area-wide, internet-based rideshare program to encourage use of carpools and vanpools.
- Establish a storefront “transportation options center” in downtown Portland to help residents and visitors learn and use a variety of travel alternatives.
- Support bicycling and walking tours and transportation fairs.

City and County Efforts

CarpoolMatchNW.org, an online ridesharing service created by the Portland Office of Transportation’s Options Division, launched on Earth Day of 2002. PDOT has promoted the site through bus back and bench advertising, mailers, and transportation fairs. Currently, over 2000 people have enrolled in the service. Though the site is behind schedule on reaching its goal to reduce 70,000 metric tons of CO₂ and 161 million miles of travel over the next 10 years, PDOT expects the program will be on schedule by the five-year mark.

Through TravelSmart, the Transportation Options Division, and other educational efforts, PDOT reaches approximately 10,000 local residents each year. Highlights of this effort include:

- a mobility initiative to educate residents and visitors about the variety of transportation options available to them. The initiative includes an educational web site, www.gettingaroundportland.com; the OptionsMobile, a custom wrapped and designed Honda Insight, debuted in July 2003, that travels to schools, neighborhood events, and senior centers to promote walking, bicycling, riding transit, electric vehicles, trains and the smart use of cars; and a proposed Mobility Center in downtown Portland. The Mobility Center, which would be a “one-stop shop” for regional transit information, is currently in the planning stages as PDOT and regional partners seek funding
- annual participation in over 50 community fairs and 30-40 neighborhood biking and walking tours through the Summer Cycle and Summer Walk programs
- newsletters highlighting alternatives to driving alone (produced for the target areas of Northwest Portland, Lents, and Interstate Avenue)
- a “Traffic and Transportation Class” course at Portland State University, sponsored by PDOT and facilitated by Rick Gustafson, a transportation planning consultant and former Metro executive officer; topics include alternative modes of transportation and transportation planning

Multnomah County and the City of Portland participate in the annual “Car-Free and Carefree” event sponsored by the West Side Transportation Alliance. During two weeks in July, employees of participating companies and bureaus pledge to

Actions Called For

City and County Efforts

	<p>reduce their driving trips to work. In 2003 approximately 170 City and 220 County employees participated.</p> <p>During 2002-2003, Multnomah County hosted a series of transportation fairs at County facilities to educate employees on alternative modes of commuting.</p>
<p>Provide secure, covered bicycle parking at schools, in commercial districts, and at other destinations.</p>	<p>PDOT has built over 100 miles of bike infrastructure since January 2001. It has also purchased and installed 12 new locker spaces, better utilized existing lockers through increased promotion. Over 200 spaces are currently in the system, with an average annual occupancy of 164 renters (up from 131 in FY 2000/01). PDOT has also installed or upgraded bike parking facilities at seven Portland schools – Buckman, Tubman, Abernethy, Beaumont, Fernwood, West Sylvan, and East Sylvan – in conjunction with the Bicycle Transportation Alliance’s “Safe Routes” bike safety training program.</p> <p>As part of its Travel Smart policy, Multnomah County committed to studying current bike amenities at County facilities and providing additional infrastructure where needed. County staff is currently seeking funding to implement this study.</p>
<p>Work with businesses to encourage all employers who offer subsidized parking to employees also to offer a parking “cash out”—an equivalent payment to employees who do not require vehicle parking.</p>	<p>There is currently no City or County program to promote cash outs. Approximately 120 businesses in the central city do not offer free or subsidized parking to their employees. These employers do not necessarily offer parking cash outs, however.</p>
<p>Purchase a minimum of 25 City and five County hybrid gasoline-electric vehicles with fuel efficiency of at least 45 mpg.</p>	<p>In 2002, the City purchased 30 Toyota Prius hybrid-electric vehicles, bringing the total City fleet of hybrid-electric vehicles to 35.</p> <p>Multnomah County has not purchased any new administrative cars during the last two years due to a fleet right-sizing project. This project attempts to increase vehicle utilization and reduce fleet size. Performance specifications, including emission standards, have been developed for administrative vehicles, and the County expects to purchase a hybrid-electric vehicle for its next fleet addition. County fleet vehicles with diesel engines now run on biodiesel fuel, which produces 78% less CO₂ than diesel fuel.</p>

Actions Called For

City and County Efforts

Educate all employees on fuel-efficient driving practices, such as avoiding unnecessary idling.

Multnomah County's Fleet Information Bulletin, sent to all County employees, includes information on fuel-efficient driving practices.

Implement EPA's "Best Environmental Practices for Fleet Maintenance" in the County's Fleet Services Shop.

Multnomah County has implemented these best practices in its three fleet services shops, following the ecological certification standards used by the City of Portland.

Promote growth through redevelopment and infill that maintains or improves the quality of life for existing neighborhoods.

- Promote proximate commuting (i.e., living near a workplace).
- Support continued use of transportation demand management strategies.

Recent development projects undertaken by PDOT and the Portland Development Commission, such as the River District urban renewal zone and the South Waterfront project, include proximate commuting and transportation demand strategies, such as bike parking and pedestrian infrastructure.

Continue to implement the City's Transportation System Plan, which includes policies to reduce vehicle miles traveled, increase non-motorized vehicle trips, and support the connection between land use and transportation.

PDOT continues to implement the Transportation System Plan (TSP), which touches on nearly every aspect of PDOT activity. Recent projects include:

- new and/or upgraded pedestrian facilities, including the Peninsula Crossing Trail, the Steel Bridge walkway, the Multnomah Pedestrian District
- new bike lanes (see above)
- construction of the Interstate MAX
- streetscape improvements in Chinatown and along the streetcar route
- traffic safety improvements and signal timing
- Transportation Options Program activities (see above)
- implementation of street plans and connectivity through new land divisions and other developments
- commencement of TSP studies, including the Powell/Foster Study, the St. Johns Truck Strategy, the St. Johns/Lombard Plan, the Red Electric Line Trail, Eastside Streetcar

Actions Called For

City and County Efforts

Feasibility Study Central City Transportation Management Plan update, and the SE Division Main Street Plan (see <http://www.trans.ci.portland.or.us/> for more information)

Partner with surrounding communities and Metro to implement the Regional Transportation Plan and the 2040 Growth Concept it complements, including light rail lines, rapid bus, frequent bus service, high-occupancy vehicle lanes, and the addition of new and improvement of existing intermodal connections.

The City and County are currently partnering with surrounding communities and Metro to implement the Regional Transportation Plan and the 2040 Growth Concept. The Portland Streetcar, the Interstate MAX, and increased bus frequency reflect progress on this agenda.

Implement new parking ratios in City Title 33 and support programs that allow for innovative new development to occur with a minimum number of parking spaces.

The Transportation System Plan implemented new parking regulations throughout the city, eliminating off-street parking for development within 500' of the street, for locations with 20-minute or better transit service. This followed amendments to the zoning code, made in 2000, which established maximum parking ratios for non-residential development. In September 2003, the City eliminated all off-street parking requirements in the Northwest Transportation District, as called for in the Northwest District Plan.

Renewable Energy Resources

Status as of December 2004

Purchase 10 percent of City government electricity load from new renewable resources by 2003.

The City's purchase of green tags, completed in June 2003, achieves its goal of 10% renewables for 2003, 2004, and 2005. The City purchased a total of 44.5 million kWh in green tags generated at the Stateline Wind Energy Center. The City generates another 2.9 million kWh annually through its own renewable power resources: a waste biogas-powered fuel cell and microturbines at the Columbia Boulevard Wastewater Treatment Plant and microhydro facilities at the Mt. Tabor Reservoirs. Collectively, the green power generation and green tag purchase equal 11% of City electricity use.

Multnomah County's renewable power purchases are currently at 3% of its usage.

Actions Called For

Encourage residents and businesses to purchase at least 10 percent of their electricity from new renewable sources by promoting green power as a community ethic.

City and County Efforts

As of July 2004, 6.0% of PGE and Pacific Power customers in the City of Portland purchase green power.

The City has sought to lead by example through its own purchases of green tags as described above.

In August 2003, Portland Office of Transportation, with funding from the Energy Trust of Oregon, began preliminary work on installing a 10-kW wind turbine at Sunderland Yard, the City of Portland's recycling site for asphalt, concrete street sweepings and leaf composting. The "urban turbine," capable of generating 12,000 kWh annually (enough to meet most of Sunderland Yard's electricity needs), will harness the potential of wind energy within Portland's city limits, providing power and an opportunity to educate citizens about renewable energy. The wind station is scheduled for completion in summer 2005.

The City promotes green power through its citizens' resource book, the Green Pages, through the Green Office Guide, and through annual participation in the Earth Day Challenge, where Portlanders pledge to engage in sustainable behavior.

More than 40 local businesses now buy renewable power, a figure that is growing rapidly.

Support the use of the electricity system benefits funding allocated to renewables to leverage the development of new renewable resources.

The City of Portland has supported public benefit funding for renewable energy throughout the Legislature's restructuring of power markets. The Energy Trust of Oregon, the result of 1999 restructuring legislation that established a 3% public purpose charge on electricity bills, began direct investment in renewable power generation facilities in 2002.

The City of Portland continues to support expanded consumer access to green power through its participation in the Public Utility Commission's Portfolio Options Advisory Committee.

Waste Reduction and Recycling

Status as of December 2004

Track waste disposal and recycling practices and quantities at all City and County facilities.

In the spring of 2003, OSD's Solid Waste and Recycling Division revamped its City facilities recycling program to improve participation, educate City employees on recycling facilities, and track participation. The program began at the Portland Building

Actions Called For

City and County Efforts

and is expanding to other City facilities. Data tracking procedures are currently being developed.

In 2004, Multnomah County's Sustainability Initiative, in partnership with the Facilities & Property Management Division, developed a new contract for refuse and recycling services based on the "Resource Management" model. The contract will promote efficiency for facilities on the contract, and allow facilities to receive monthly rebates from the market value of recycled materials. Additionally, the program conducted recycling assessments at 14 facilities. Baseline tracking of refuse and recycling data show that County facilities together discard at least 620 tons per year of refuse, and have an average recycling rate of 30%. This baseline will enable the County to track improvement by facilities, as recycling rates range from 8% to 85%.

Establish City and County policies to use recycled antifreeze, recycled latex paint, and paper with at least 30 percent post-consumer recycled-content paper. Investigate establishing standards for the purchase of additional recycled-content products.

The City and County established a Sustainable Purchasing Strategy in March 2002 to increase sustainable procurement by the City of Portland and Multnomah County. The Sustainable Procurement Committee released its first set of recommendations in June 2003, covering paper, office furniture, automotive, cleaning and coating products (including paint), and building materials. Recommendations outline the kinds of products the City and County should purchase; they also identify the steps necessary (e.g., changes to city ordinances, researching new products) to implement sustainable purchasing city- and countywide.

Policies include:

- All paper products purchased by the City and County are to meet the U.S. Environmental Protection Agency's Comprehensive Procurement Guidelines, which currently mandate a minimum of 30% post-consumer recycled fiber content.
- The City is to strengthen and enforce current code mandating the purchase of reprocessed latex paint and/or low-VOC paint where appropriate, and educate city employees on code requirements. Multnomah County has standardized its purchasing policies to give preference to recycled paint and is currently developing purchasing specifications that include Green Seal certified paints.

Actions Called For

City and County Efforts

Current City code (5.33.050) and County PCRB procurement rule 30-0009 mandate, where practical, the purchase of recycled antifreeze. Code also calls for purchase of recycled oil products, retreaded tires, and other recycled goods. The Sustainable Purchasing Committee expects to study these and other products in the next several years, in order to update and extend current city and county purchasing policies.

Evaluate purchasing printers and copiers with duplex capacity and making duplex the default setting.

The City of Portland's Sustainable Paper Use Policy, established in June 2003, requires that all new printers, copiers, and fax machines have duplex capability. It also requires duplex as the default setting on all equipment with this capability.

Multnomah County's 2004 contract for copy machine services required that only machines with duplex capacity be used and that duplexing be the default setting for all copy machines.

Seek approval to hire a County pollution-prevention specialist to reduce environmental and human health risks from air, water, and land-based pollutants.

Multnomah County hired a pollution-prevention specialist in November 2002.

Improve and expand curbside recycling and other residential recycling services.

The City of Portland requires waste haulers to offer recycling services to all residences and businesses in the city, and requires businesses to recycle at least 50% of their waste.

The City has adopted as its goal to recover 60% of its solid waste by 2005. Portland's current recovery rate of 54% is among the highest in the nation. However, reaching the goal of 60% will require significant effort.

The City's Office of Sustainable Development, which oversees Portland's recycling effort through its Solid Waste and Recycling Division, is attempting to boost recovery rates through a number of means:

- In 2002 and again in 2004, the City conducted studies of low recycling participation of residences and businesses in North and Northeast Portland. Based on the study's findings, OSD developed and is now implementing a community-based marketing approach to residents and businesses located in the

Actions Called For

City and County Efforts

low-participation neighborhood. The approach tests scenarios for changing behavior, including phone calls and direct mail providing information and offering assistance in obtaining recycling bins. The results of these studies are currently being used to improve recycling outreach.

- In September 2003, the City initiated a pilot program to boost recycling in multifamily residences, where participation levels are generally lower than in single family residences, by working on a building-by-building basis to remove barriers to recycling.

From September 2004 – February 2005 the City will expand the program, testing the new two-sort system with a limited number of haulers. This first phase of the project will reach approximately 50 complexes per hauler partner, servicing 200 complexes citywide. The second phase of the project will focus on effective citywide implementation.

Assist 150 local businesses in developing and implementing improved waste management practices, and continue to expand commercial recycling programs and services.

OSD's Solid Waste and Recycling Division offers waste reduction and recycling assistance to businesses free of charge through its BlueWorks Program. The program provided recycling, waste prevention and buy-recycled technical assistance to 185 businesses in 2004. An additional 221 businesses were touched through one-time assistance for specific needs by the Office of Sustainable Development.

In 2002, 110 businesses were assisted through the program. In 2003, 183 businesses were assisted and the City participated in a regional desk-side box campaign and provided free boxes to 280 firms.

Also in 2003, OSD began offering additional assistance to large businesses through its BlueWorks Program. This additional assistance, funded by Metro, focuses on City facilities, Multnomah County buildings and five business sectors identified as large generators: financial/legal, engineering/environmental, light manufacturing, hospitals and utilities.

The City contracts with Portland State to provide comprehensive on-site recycling and waste prevention services and equipment to public events throughout the city. In both 2003 and 2004 Recycling specialists assisted approximately 40 events. Event venues included 10 large waterfront festivals. Recycling systems collect mixed containers, bottles, cans, cardboard and wood pallets.

Actions Called For

City and County Efforts

Promote the continued development of the local building deconstruction and material salvage industries.

The OSD green building program promotes the continued development of the local building deconstruction and material salvage industries through a number of means:

- As part of its ReThink lecture/seminar series, OSD educates builders about the embodied energy of building materials, the cost savings to be gained from reusing materials, and the magnitude of greenhouse gas emissions avoided through reuse of construction materials.
- OSD promotes material salvage as part of its annual Build it Green! tour of green homes. Several of the homes each year prominently featured salvaged material. The City also provides information on material salvage at the annual information fair associated with the tour.
- In early 2004 OSD published an updated Tenant Improvement Guide, providing commercial tenants with a practical and detailed guide to “greening” commercial remodels. The guide, funded through a grant from Metro, emphasizes waste reduction and materials reuse.

In 2002, the City contracted with Deconstruction Services, a not-for-profit materials salvage service affiliated with The Rebuilding Center, to salvage materials from the Saint Francis Hotel Apartments. This project resulted in the salvage of nearly 100,000 pounds of material, including flooring, doors, windows, molding and furniture. Deconstruction Services has contracted with other city agencies on similar projects.

Encourage contractors to recycle street and other infrastructure materials.

The City’s Maintenance Bureau currently allows and encourages contractors to use recycled materials where possible.

Implement a commercial food-waste collection program.

In early 2005, OSD launched its commercial food-composting program. Food scraps and other compostable materials are now collected from restaurants, grocery stores and large institutions.

When the program reaches full volume, an estimated 45,000 tons of food waste will be diverted from the landfill and composted each year. Food and food-soiled paper make up 37% of commercial waste, and once in landfills generate methane, a greenhouse gas 23 times more potent than carbon dioxide. Composting food waste will substantially reduce waste-related emissions.

Actions Called For

Work with the Oregon Department of Environmental Quality and other jurisdictions to develop mechanisms to ensure extended product responsibility.

City and County Efforts

Since 2001, OSD has worked with the DEQ and Metro to support the National Electronics Product Stewardship Initiative, which aims to create nationwide lifecycle management policies for the electronics industry. OSD has provided financial support and technical assistance to this effort.

The City/County Sustainable Purchasing Committee has identified electronic waste a target category in which to improve City and County purchasing practices (including purchasing products from manufacturers with extended product responsibility mechanisms in place). No actions have been taken to date.

Multnomah County is in the preliminary stages of launching a “Technotrash” pilot project to expand recycling of County electronic waste.

Forestry and Carbon Offsets

No forestry or carbon offset actions in the plan are targeted for completion by 2003.

Status as of December 2004

The Bureau of Environmental Services and Parks and Recreation planted over 600,000 trees in 2001 and 2002 alone, and Friends of Trees has planted another 144,000 trees since 1996 with community volunteers.