

To: Transportation Committee and staff

From: Michael Allen, Elders Climate Action- Oregon Chapter

Date: May 16, 2023

Subject: Gresham is ready to adopt a climate action plan - what can we learn from their experience?

I am the co-leader of the Elders Climate Action Oregon Chapter. One of our team leaders is from Gresham, a conservative city east of Portland and the fourth largest in Oregon. He recruited Johnny Dea, the climate and sustainability technician for the city of Gresham, to give a presentation at our last chapter meeting.

Johnny Dea is highly knowledgeable on sustainability policy and project implementation, waste minimization, green business practices, outreach, and education, and he has a master's degree in Sustainability Education from Portland State University.



Link to the recording of his presentation:

<https://us02web.zoom.us/rec/share/BI3BHQYYPOsqjS0gL-tyPsOiW7QPfyu3qaQAwDVMsLzKON8V6iDBPn5V853k8WNu.PCgBUettWFEIHIDa>

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Johnny Dea did a fantastic job of describing the history of sustainability efforts in Gresham, what he is currently doing to prepare a climate action plan, and his plans to get a commitment from the community and city council. His presentation was followed by an in depth question and answer session.

After my review of Johnny Dea's presentation I came away with these conclusions.

The first step in creating a climate action plan is to do an inventory of all the greenhouse gas emissions in the city. Gresham found that transportation was the number 2 emitter of greenhouse gases after buildings.

It's necessary to reach out to the community to ascertain what they understand about climate change and to gain their input about vulnerabilities and needs for resiliency.

Finally, to obtain funds to implement a climate action plan it's important to form collaborative partnerships with community and regional entities.

Cities large and small don't have the resources to go after all the funds available by themselves. Please support partnerships with Lane County, coastal cities like Reedsport and Yachats, and local organizations such the Siuslaw School District, Chamber of Commerce and non-governmental agencies like the Taxi company.

I encourage you to view his wonderful presentation and take what insights you can glean and apply them to the transportation sector in Florence.

Attachment: Slides from Johnny Dea's presentation titled City of Gresham Climate Action Plan



Climate Action Plan

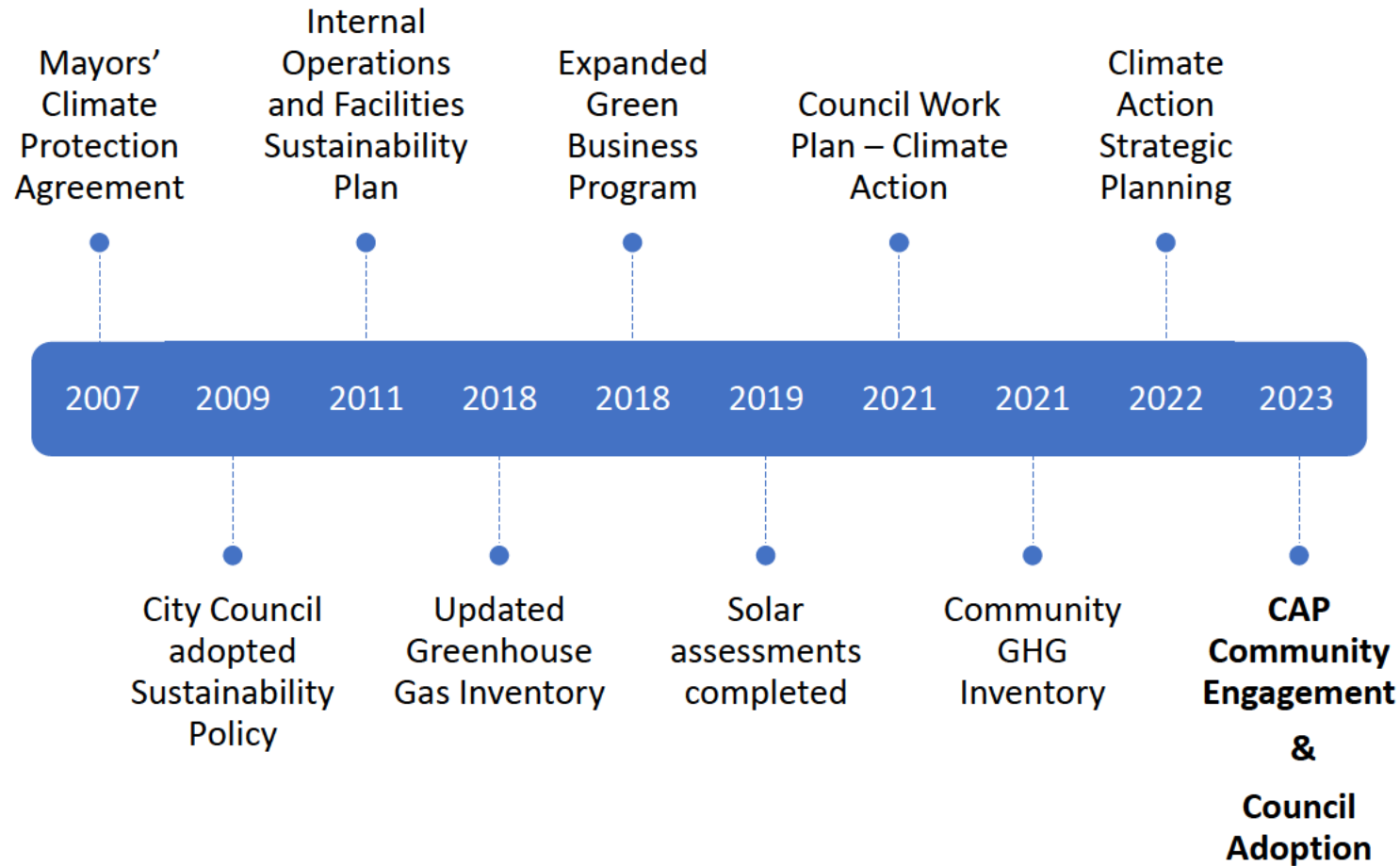


What is a Climate Action Plan?

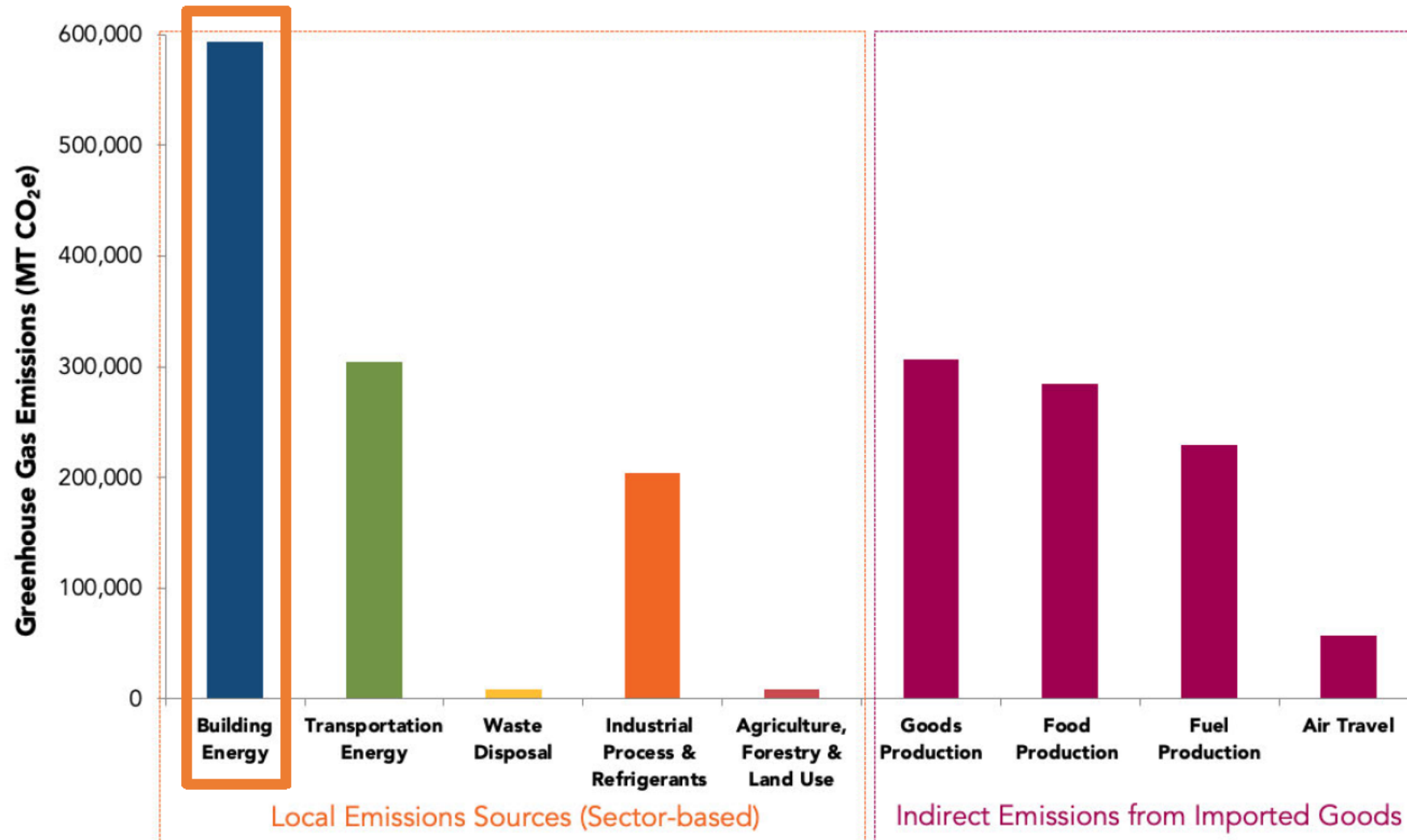


- **It is** a strategic work plan
 - Unites & enhances existing City / Community plans
 - Uses project management principles to reach goals that reduce GHGs & build climate resilience
- **It is NOT** a regulation
 - Commitment to walking the path towards agreed upon outcomes / goals

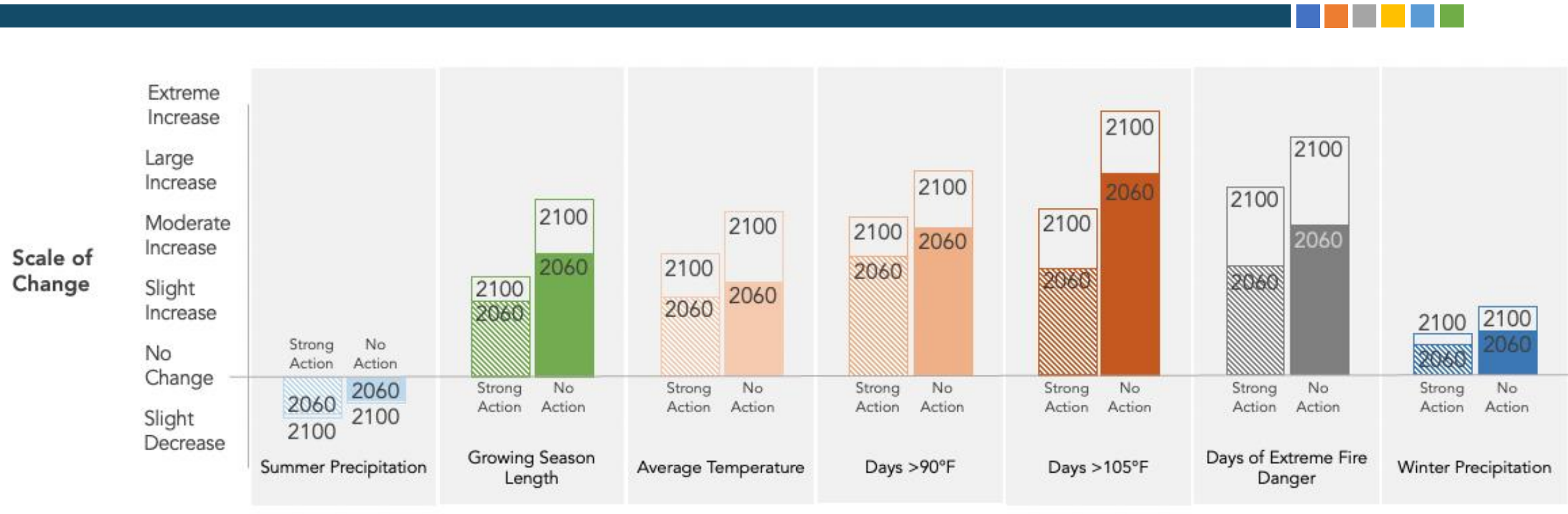
Timeline



Gresham Community GHG Emissions



Strong action v weak action

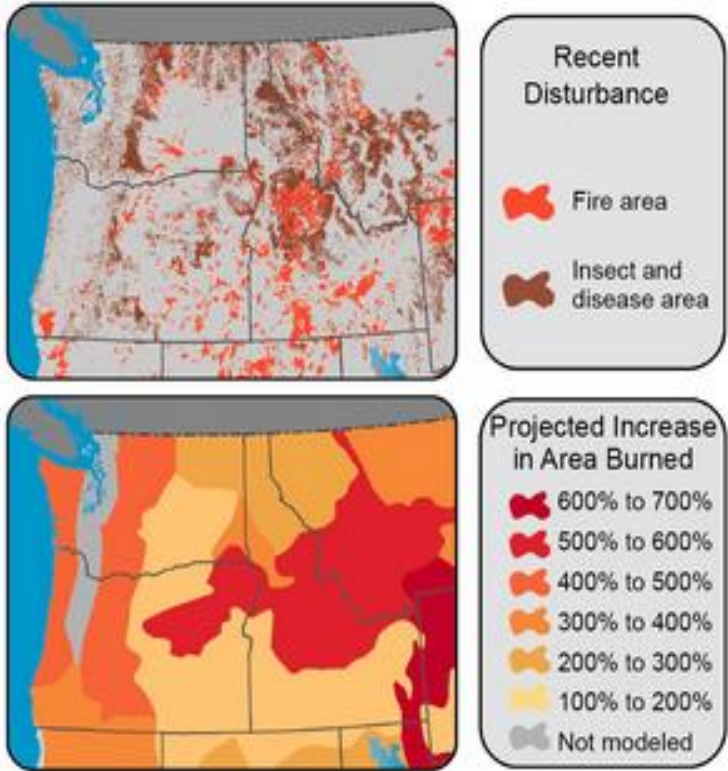


Future Conditions



The number of days over 90 degrees **7 days to ~65** by 2100.

Strong climate action can decrease this to **~30** days



11 days of extreme fire danger will be **21** by 2100.

Strong climate action can decrease the number of extreme fire danger days to **18**.

Climate Action Plan Goals



GRESHAM
GREEN NEIGHBORS

Community Goals

By 2050, achieve 90% reduction of greenhouse gas emissions from 2019 baseline

By 2035, source 100% of community electricity needs from sources that are 100% carbon free at the time of generation



GRESHAM
GREEN BUSINESS

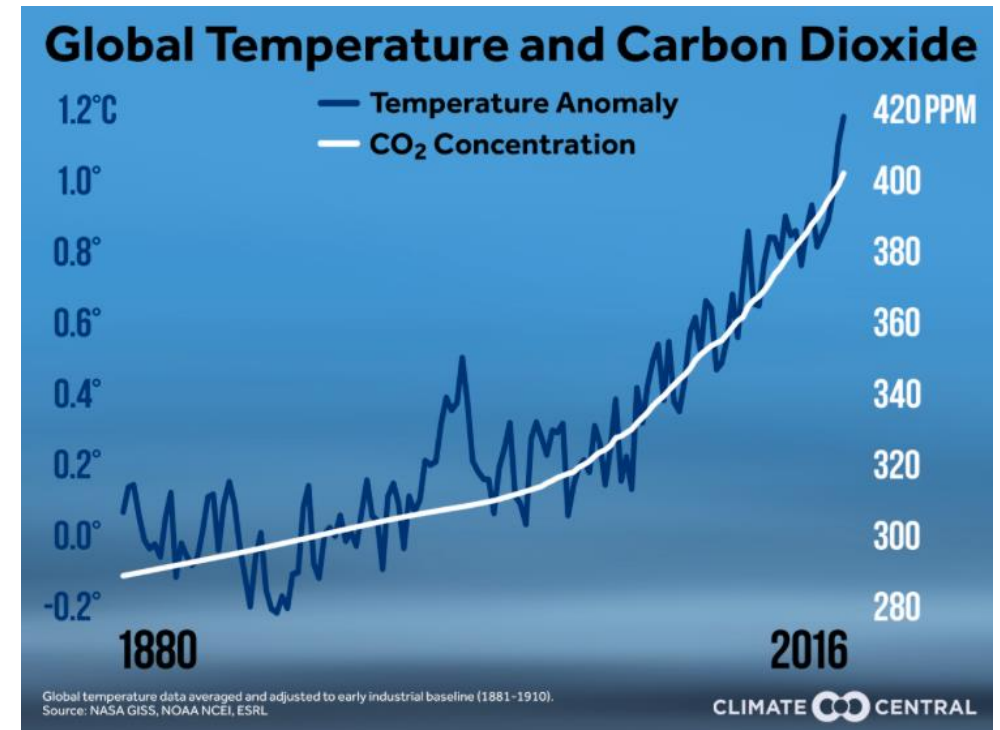
City Goals

By 2050, reduce City fossil fuel use by 90% from 2019 baseline, interim goal of 50% by 2035

By 2035, achieve carbon neutrality in all City facilities and operations

Goals: How did we get 90% reduction?

- Consistent with IPCC 1.5 degrees C Pathway
 - Need to keep global parts per million (PPM) of CO₂ molecules **below** 450 PPM
 - Need to eventually steer down towards 280 (pre-industrial levels)
- Where are we now?
 - 2000: 369
 - 2010: 388
 - 2016: 408
 - 2023: 420
- Estimated global tipping point: 480
 - Enough incremental change that the climate system is tipped beyond point of possible return
 - Based on trends in global average temperatures related to trends in PPM
 - How much warmer the atmosphere has gotten related to how much CO₂ has been emitted



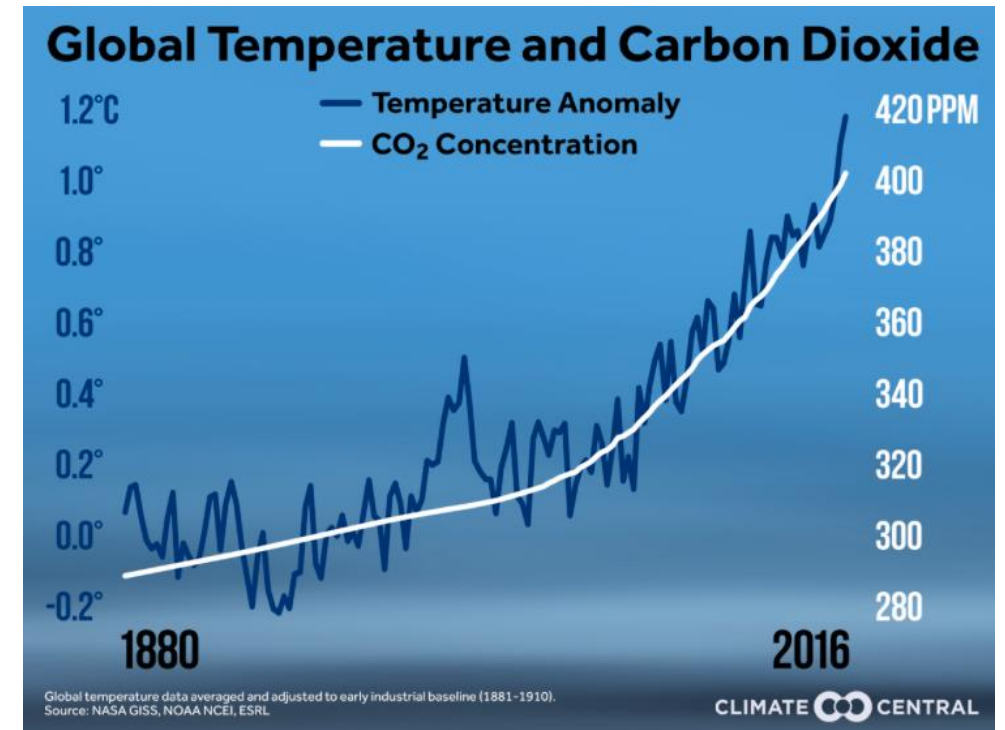
What is PPM?



- The number of CO₂ molecules per million molecules of dry air
- How is this data collected?
 - Network of air quality monitors, weather stations, and satellites
 - Data is pooled and averaged
 - Might be high in one place and low in another, but it's all in the same planet's atmosphere, impacting the entire system
- Why is it important?
 - Gives a consistent measurement of how much heat trapping molecules are circulating the global atmosphere
 - Demonstrates causal relationship between increase in CO₂ molecules and increase in global average temperature

Goals: How did we get 90% reduction?

- 90% reduces potential for unintended consequences
 - 100% in near-term could push biz out of community
 - Some biz have small emissions inherent in operations
 - 100% could conflict with resilience efforts
 - Food access sites need generators, for example
 - Capacity in electrification is building, imperfect for medium- & heavy-duty applications
- Saves us from overpromising while underdelivering
 - Too many aspirational plans without implementation or buy-in mechanisms
 - Too many plans that reach beyond capacity to act
- Makes plan more palatable to those who might be skeptical
 - Spoonful of sugar to help the medicine go down



Core Focus Areas



Co-Benefits



Economic Inclusion & Savings



Reduced Pollution Burden



Equitable Access to Critical Infrastructure



Community Health & Resilience

Guiding Principles



- Progress in sustainability & climate action should support & protect human rights.
 - It should not come at the cost of increased inequity or inequitable access to critical infrastructure or essential services
 - It should not place any further cost- or pollution-burden on vulnerable communities
 - It should not contribute to displacement

Guiding Principles



- Vulnerable communities are those most directly at risk to climate hazards, have the fewest resources to adapt, and should therefore be centered:
- Women, children, and senior citizens; BIPOC communities; low-income communities in both urban and rural settings; immigrants, refugees, and displaced persons; persons who identify as LGBTQIA+; persons with justice system records; persons experiencing houselessness and/or unstable housing; persons whose first language is one other than English; and persons living with disabilities and/or underlying health conditions
- Identities and lived experiences are intersectional

Guiding Principles



- Climate change is an issue for both urban and rural communities, and should bridge urban-rural wealth divides
- Climate action should be a community-wide endeavor
 - Should not be done in the vacuum of government
 - Should be inclusive in development & implementation
 - Builds on existing work in the community
 - Ensures equitable outcomes
 - Better reflects needs / capacities of community

High Level Strategies



Buildings & Energy

- Supply community & City with 100% renewable energy by 2050
- Develop micro-grid network / community-scale, community-owned renewable energy
- Increase energy efficiency in weatherization with incentives that significantly drive down costs

Urban Planning & Transportation

- Update City code to incorporate climate resilience
- Adopt green buildings / development framework
- Prioritize mixed-use development near transit
- Expand bike-pedestrian paths & connectivity
- Support transition to EVs and charging infrastructure

Some Proposed Strategies



Solid Waste & Consumption

- Improve food waste recovery and reduction
- Use low-carbon concrete & asphalt in City projects

Social Support Systems

- Early warning system for extreme weather
- Distribute resources to support shelter-in-place
 - Heat pumps, Mobile AC units, heat sensors, LED lighting, insulation, smoke filtration
 - Reduce energy & support shelter-in-place

Some Proposed Strategies



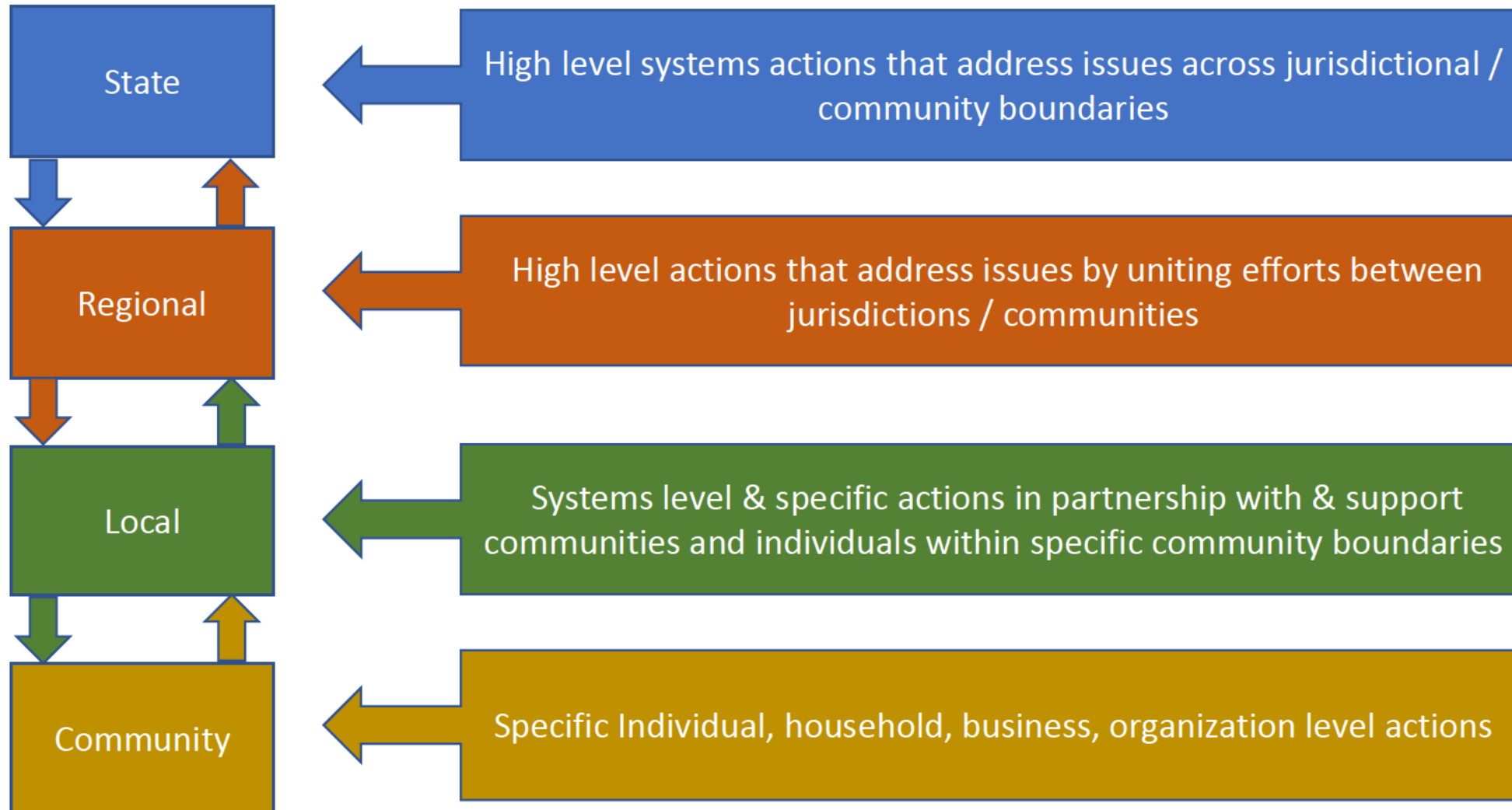
Civil Infrastructure & Natural Spaces

- Study urban heat hotspots in community
- Review tree code to incentivize canopy & understory
- Bury utility cables underground
- Support permeable surfaces & depavement

Economic Development & Resilience (currently in development)

- Create green workforce development opportunities
- Energy efficiency & weatherization resources to small biz & CBOs
- Streamline permitting for renewable energy & EV
- One-stop-shop info hub for grants & incentives + assistance

Tapestry of Coinciding Efforts



Coinciding Efforts



State of Oregon Climate Protection Program

State of Oregon Renewable Portfolio Standard

State of Oregon Clean Fuels Program

State of Oregon Climate Friendly & Equitable
Communities

State of Oregon Recycling Modernization Act /
Expanded Producer Responsibility

Multi Jurisdiction Natural Hazard Mitigation
Plan

Metro Commercial Food Scrap Collection
Requirement

Green Tariff Program (in development)

Gresham Urban Forestry Management Plan

Gresham Transportation System Plan

Gresham Climate Action Plan

Residential Energy Efficiency Upgrades &
Incentives

Food Waste Stops With Me Program

Repair & Reusables

Earth Conscious Consumption

Alternative Transportation Options

Wording is important



- “Create & implement a strategy to.....”
- First time Gresham is talking about this, needs to be flexible in proposals
- Allows for collaboration on development & implementation

Challenges to overcome



- Community understanding of climate action & systems thinking
 - Culture of individuality, Cartesian thinking
- Misperceptions
 - Historic couching of environmentalism in language of sacrifice
 - Most people just trying to survive the day
 - Perception that responsibility is on individuals
 - Perception that this is a regulation
- Difficulty of topic – explain 5 things to explain 1
- Domestic politics
 - Gresham has a strong identity of being not-Portland
 - First time community has had a formal conversation about this

What's Next?

A decorative horizontal bar spanning the width of the slide, featuring a dark blue segment on the left and a series of six small, colored squares (blue, orange, grey, yellow, light blue, green) on the right.

- Community Engagement 2023
 - Developing 3-5 community workshops
 - Ideally hosted in partnership with local partners
 - Ongoing community survey
 - Tabling at events
- Adoption
 - End of year 2023
 - Will have 30-day public comment period & internal review

Wrap Up



- Final thoughts & questions
- Email Johnny Dea for questions or comment
 - John.Dea@GreshamOregon.Gov
- Thank you!

5.5.23

Rob Ward, Mayor, City of Florence
Sally Wantz, Council President
Bill Meyer, Council VP
Robert Carp, Council Member
Jo Beaudreau, Council Member

Florence City Hall
250 Hwy 101
Florence, OR 97439

RE: Safety Stop Light at Florence Fred Meyers Exit

To: The Honorable Rob Ward and City Council Members:

Have you ever tried crossing Hwy 101 from Fred Meyer's grocery market, particularly on foot let alone by car? Then imagine what a small child, or the elderly, disabled or a homeless person faces when crossing the road.

Even in a car, exiting the Fred Meyer's parking lot from either the north or south exit after shopping (to go North) is *always* a death-defying effort.

I have seen many people running for their lives attempting to cross the road and know of at least one homeless man and his dog that were hit by oncoming traffic. Thankfully, they survived.

I shudder to think of the forthcoming tourist traffic which will certainly make the situation 100x as dangerous.

Why is there no STOP LIGHT at the north exit from this store??? The nearest crosswalk for any pedestrian is miles down the road to the south. At the very minimum, a light alerted crosswalk should be installed.

One would wonder why Kroger has not taken legally prudent steps to see to it their customers are safe and protected when shopping at Fred Meyer's.

This one stop light would make all the difference in the world for everyone who needs to cross the road... particularly for the many homeless who try and make it across the highway to enjoy a hot meal at the church across the street.

So, come on people, time to be proactive and do one small but monumentally important thing to help the citizens of Florence by installing a stop light at one of the exits of the Fred Meyers Grocery Store providing SAFE CROSSING for both shoppers (on foot or by car) as well as pedestrians. Lives are at stake.

If a petition is required to initiate this stop light installation, please let me know and I will get started. Thank you.

Sincerely,



CC: Rodney McMullen, Chairman and CEO, Kroger Company

Kerry Kilmer



PORTLAND OR 972

6 MAY 2023 PM 4 L



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Florence City Hall
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Florence, OR 97439*

97439-762650

