

Sustainability & Transportation Committee Agenda

February 12, 2026 at 5:00 PM



MEMBERS
Councilor Regina Phillips, Chair
Councilor Pious Ali, At-Large
Councilor Anna Bullett, District 4

The Sustainability and Transportation Committee will conduct this meeting remotely via Zoom. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting.

If the Chair calls for public comment via Zoom, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host if you are called to comment.

<https://portlandmaine-gov.zoom.us/j/84037714117?pwd=7GYGzIYeNTV8m9vkCusJH2ftHjWtVz.1>

1. Review and approve minutes from January 14, 2026
 - a. Minutes from January 14, 2026
2. Sustainability Program Updates
 - a. February 2026 Updates
 - b. Report on the Electrify Everything! Initiative
Report on 2025 Neighborhood Mini Grant program
3. Presentation and Discussion
Public comment may be taken
 - a. Update regarding the Fitzpatrick Stadium Sound System
Presenter: Angela O'Connor
No public comment will be taken

- b. Review Five Years of One Climate Future
Presenter: Troy Moon, Sustainability Director
No public comment
- c. Establish Committee Work Plan
No public comment

4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Regina Phillips (D3), Chair
Councilor Pious Ali (At-Large)
Councilor Anna Bullett (D4)

Draft Minutes January 14, 2026

Members Present: Councilor Ali, Councilor Bullett, Councilor Phillips

Staff Present: Greg Jordan, Troy Moon, Mike Murray, Greg Watson, Tony Wirkus, Jeremiah Bartlett, Keith Gray, Ethan Hipple, Masi Ngidi-Brown, Katie Tims

The meeting was called to order.

November 12, 2025, Meeting Minutes

The November 12, 2025, meeting minutes were approved unanimously.

Sustainability Updates

Presented by Troy Moon, Sustainability Office

On December 3, Mayor Dion presented GMRI with a City Council resolution formalizing collaboration on climate resilience, blue economy development, and infrastructure electrification.

The City and GMRI also launched the Resilience Education Signs project (with 60 signs installed across PORTland) that link to a comprehensive story map to educate members of the public about resilient infrastructure.

Issued an RFP for a consultant to conduct a shoreline inventory from the Falmouth townline to the Cape Elizabeth town line including the Portland islands. This assessment will be critical for future resilience planning.

The City was also awarded a grant from the Casco Bay Estuary Partnership to conduct a workshop on Great Diamond Island focused on upland management techniques that protect coastal bluffs and coastal infrastructure from erosion. Collaborating with island residents and Island Institute to share educational information and best practices with other coastal property landowners and landscape designers.

Recently met with Casco Bay High School students as they embarked on their “Climate Change Expedition” to learn more about local climate change efforts and public policy.

Collaborated with Maine Audubon and the Equality Community Center on their urban nature walk to learn about urban nature habitats and facilitate a community cleanup.

Completed with the Harvard Kennedy School of Government to survey Portland residents in Bayside to conduct community engagement and input on climate change concerns.

Hosted two webinars in December on onsite energy and proactive investment in energy efficiency, specifically for commercial and industrial building owners.

Hosted our last two Coffee & Climates with Goodwill Northern New England about the donation cycle and a webinar about Climate Resilience Overlay Zoning with Portland and South Portland planning staff.

Transportation Updates

Presented by Mike Murray, Keith Gray, Jeremiah Bartlett, Public Works

Complete streets policy update: An interdepartmental team from Planning & Urban Development and DPW has begun reviewing the existing technical manual to identify potential updates to city street standards.

Franklin Street Transportation & Land Use Concept: Initial work is completed on the future build concept, still in discussions with MaineDOT. Planning to share the design concept with the public as soon as possible.

Libbytown Safety and Accessibility Project: The funding has been rescinded and coordinating with MaineDOT to explore alternative funding sources.

To advance the Council's Complete Streets and Vision Zero priorities, the City was awarded a \$2,120,000 Safe Streets and Roads for All (SS4A) grant to support the Brighton Avenue Safety and Demonstration Project. Next steps are meeting with FHWA to get a better understanding of the parameters and process for this work to set the scope and next steps for the city.

Forrest Avenue: Morrill's Corner (Smart Corridor Study: Phase II): MaineDOT is scheduling updated transportation data collection in the spring and the City the City is finalizing a preliminary scope to do a demonstration of this portion of Forest Avenue in association with a MaineDOT paving project in 2026.

Forest Avenue: Marginal Way to Park Avenue (Smart Corridor Study: Phase III): This effort is now being managed by MaineDOT in coordination with State and High to ensure coordination between these efforts. Emphasizing this project is to improve multi-modal safety.

Forest Avenue: Bedford Street to Woodford Street (Smart Corridor Study: Phase IV): The Planning Department is leading this project with the focus on a short-term redesign concept to align with an expected paving project within the next five years, to include a 'road diet' that would reduce lanes and allow in-street bike lanes. Currently funded for feasibility only.

State & High Street Two-Way Conversion: City has requested MaineDOT establish a Two-Party Agreement, also directed by the Council. Design has begun on this project with a goal of more public input in early 2026 at this time. In addition, via a public meeting and public survey, the

direction of bicycle facilities has been determined (two one way separated bicycle facilities from York to Congress portion), with a communication to be created in the near future.

Union Branch and Union Branch Connector Pathways: The Union Branch Phase II project is currently in a short pause with the rescission of the federal grant funding the Libbytown project.

West Commercial Street Pathway: The City will submit a draft design RFP to MaineDOT for review and comment late in January 2026 with a goal of the project being under design the second half of 2026.

Comprehensive Transportation Plan: the City received 9 interviews and plans to do on-site interviews with the top scoring teams.

Councilor Bullett asked what is holding up the Rosemont Corner becoming a roundabout and how it intersects with the plans for BRT?

Keith Gray answered that it is hard to determine a stopping point on the study and design phase without fully understanding BRT implications.

Councilor Bullett asked if future BRT projects are part of the conversation for all the current work planned for Forest Ave?

Assistant City Manager, Greg Jordan, answered that GPCOG led a study of the most advantageous corridors in the region to support BRT and Forrest Avenue & Brighton Avenue were both ranked highly.

Vision Zero Implementation Progress Report

Presented by Assistant City Manager, Greg Jordan

Assistant City Manager, Greg Jordan, provided an overview of the 2025 Annual Crash Report and the Vision Zero Quick Action Plan, highlighting new progress updates since viewed last November. Updates included Portland being awarded \$2.1M from US DOT's Safe Streets for All grant program to design, implement, evaluate, and document a 6-month demonstration of safety countermeasures along 1 mile of Brighton Ave. Other updates included Portland awarded several rounds of state funding from Maine Department of Public Safety to support traffic enforcement as well as the 2026 CIP transportation projects being leveraged to support Vision Zero communications. Also, City staff will develop a prioritized list of arterial and collector speed studies with priority placed on the high crash and/or high injury network. Staff will develop a phasing plan for requests made to MaineDOT and studies which city staff can undertake internally. Jordan expressed gratitude to the advocates across the city who have submitted several recommendations and appreciate their contributions and concern to this issue.

Councilor Bullett asked if "pedestrian headstart" means extending crossing times to be longer?

Jeremiah Bartlett answered that it means making sure the crossing distances are in compliance with the newest requirements as well as lead pedestrian intervals where the pedestrian signals are phased before car signals to increase pedestrian visibility.

Councilor Bullett asked if legally allowing “right on red” causes more accidents?

Jeremiah Bartlett stated that documentation suggests "right on red" can increase danger, and this is an ongoing discussion with MaineDOT to determine where restrictions are appropriate during current design projects.

Councilor Bullett asked if the Vision Zero communications aligned with Statewide communications will still be unique to Portland and follow city branding?

Director of Communications, Jessica Grondin, stated she is working with the design team and that it will still have Portland’s unique branding.

Councilor Phillips asked if there is evidence that flashing stop signs help to reduce accidents more than regular stop signs?

Assistant City Manager Jordan answered that all solutions are on the table in terms of improving safety. Director Mike Murray stated that in higher traffic areas the red flashing stop signs did improve motorist compliance, but the effectiveness is based on the volume of traffic in the intersection.

Kiwanis Pool Naming

Presented by Councilor Phillips, Masi Ngidi-Brown, and other members of the naming committee

Public comment will be taken

In October 2025, the City Council approved Order 67-25/26, which amended City Code Chapter 26 to outline a process for the naming of City assets. A community engagement campaign invited residents to participate by suggesting potential names for the new community pool. A public survey was open throughout the month of November and roughly 80 submissions were received. The Naming Committee met twice in December to review the submissions from the public and those from Committee members.

The Naming Committee is pleased to present the Sustainability & Transportation Committee with the following name recommendations for their consideration: Rising Eddy Community Pool, Lois Galgay Reckitt Community Pool, and Resurgam Community Pool.

Public Comment on Kiwanis Pool Naming

Seeing no one wishing to make public comments, the comment period was closed.

Comments from Councilors

Councilor Bullett thanked the public for submitting the community pool names. Councilor Bullett shared her preference was the first option, Rising Eddy Community Pool.

Councilor Ali supported the first name.

Councilor Ali motioned to choose the first option, Rising Eddy Community Pool, to bring before the full council for a final vote. Councilor Bullett seconded the motion. The motion passed unanimously.

Strategy for City Energy Efficiency and Onsite Renewable Deployment

Presented by Director of Sustainability, Troy Moon

Director Moon reviewed plans to achieve energy efficiency and greenhouse gas emission reduction in line with the City's climate action plan and the City Council's goal to have City operations run on 100% clean energy by 2040. One Climate Future Strategy BE 1.3, Energy Efficiency Retrofits for City Buildings, describes specific strategies to achieve the necessary carbon reduction. These include developing a strategic energy management plan for each City facility that will lay out a path to pursue deep energy retrofits and a plan to transition buildings to air source heat pumps, geothermal, or other low carbon heating and cooling technologies. Director Moon shared that the City set the groundwork for this work to begin as part of the CIP budget approved in 2025 as Parks, Recreation, and Facilities requested \$325,000 to develop a facilities master plan. Staff developed an RFP to find a qualified consultant to evaluate forty buildings in a thorough top to bottom analysis to determine their condition from structural components to building exteriors to the control systems and electrical services and wiring. The selected consultant will also be tasked with helping establish a Computerized Maintenance and Management System (CMMS) that will help prioritize and track maintenance and retrofit work in each facility. The assessment will be completed by this Fall 2026 and will have detailed information to make strategic investments for energy performance and fiscally responsible.

Prior to the completion of the assessments, the City will also issue a separate RFP to identify an energy projects consultant that is experienced in developing large scale projects for municipalities and other large institutions. This consultant will help City staff develop a further RFP that will solicit firms specializing in Energy Savings Performance Contracts (ESPCs), generally referred to as ESCOs. The energy projects consultant will be tasked with assisting with the development of the Strategic Energy Management Plans for each facility recommended in One Climate Future. Director Moon anticipates requesting that the Council appropriate money from the Climate Action Fund to pay for the energy projects consultant who will be essential to these projects.

No questions from Councilors for Director Moon.

Committee Work Plan for 2026

Presented by Director Troy Moon and Councilor Phillips

Director Moon reviewed the discussion items for the Committee to decide on for their 2026 work plan. The goals included: implement Vision Zero/Improve road safety for all users, improve

energy efficiency and reduce GHG emissions, merge Land Bank Commission and Parks Commission, Landcare Ordinance amendments, cruise ships scrubber ban, private parking transparency, and coal pile ordinance amendments. To implement the Vision Zero plan and improve road safety for all users, the committee will provide oversight regarding Vision Zero Implementation, guidance for the comprehensive transportation planning process, review and update sidewalk material policy, review policies to expand transit options, and review the sidewalk snow ordinance. To improve energy efficiency and reduce GHG emissions, the committee will review and update the Green Building Code (Ch 6), review and update the Energy Benchmarking Ordinance, and monitor implementation of City energy projects.

Councilor Bullett suggested adding guidance & rule making for large item pickup by DPW.

Councilor Ali asked if the committee will decide the order for addressing the workplan items.

Councilor Phillips stated that the committee can discuss it and make a draft recommendation of the order, but they can decide together how they would like to proceed.

Councilor Ali answered that he will email Councilor Phillips.

Director Troy Moon agreed with this strategy and emphasized the timeline is provisional and is subject to change as needed.

Motion to Adjourn

The motion was moved by Councilor Bullett and seconded by Councilor Ali.

The motion was approved 3-0.

Meeting Adjourned

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

February 12, 2026

AGENDA ITEM

Agenda Item #2A– Sustainability Updates

PURPOSE

To update the committee regarding recent activities of the Sustainability Office to advance Council goals and objectives related to One Climate Future

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

These projects implement elements of the One Climate Future Plan or other Council goals.

BACKGROUND/ANALYSIS

New Team Member!

The Sustainability Office welcomed our new Resilience Corps Fellow, Emma Bordi. Emma will be helping the office by leading two initiatives - the development of a historical/educational sign project along Commercial Street’s working waterfront and the organization of a multi-partner volunteer planting program where residents can plant appropriate native plants in neighborhood esplanades. She will also help support our community engagement efforts around composting and food waste diversion, sustainable landcare, and resilience.

Project: Climate Resilience

We held a pre-proposal meeting with consultants interested in our RFP for conducting our shoreline inventory and GIS data collection. 18 separate firms were in attendance indicating strong interest in the project.

Project: Community Education and Engagement

On February 4 Troy Moon and Resilience Corp Fellow Emma Bordi met with the Sustainability Committee of the Peaks Island Council to share information about the Sustainability Office. We discussed ways to share information with island residents and how to support volunteers interested in resilience, native plantings, and landcare practices.

On February 10, Troy Moon presented at Leadership Maine's Environmental Day to discuss the City's climate and resilience goals. The Leadership Maine cohort is a diverse group of leaders from local businesses and non-profit organizations who are interested in developing their skills and learning more about issues affecting the region.

We hosted Coffee & Climate celebrating "Five Years of One Climate Future" on January 16. Upcoming Coffee & Climate webinars include:

- "Climate Resilience in Gulf of Maine Fisheries" with Zach Whitener, Senior Research Associate & Vessel Safety Officer at GMRI on February 13
- "What's Powering Your Electric Bill" with Charlie Agnew of Competitive Energy Services on March 20
- "The Future of Solar in Maine" with a panel of experts on April 10
- "Ecological Gardening and Value of Messiness" with Kelly Corbin, an ecological landscape consultant on May 8

Visit www.oneclimatefuture.org to sign up for our once-a-month newsletter where we share the upcoming Coffee & Climate topic, information on upcoming events, new programs launching, and climate action progress in Portland and South Portland.



**Empowering Portland: Lessons Learned from
Portland's *Electrify Everything!* Initiative**

**City of Portland
Sustainability Office
Prepared by Katie Tims**

February 12, 2026

Executive Summary

The City of Portland launched the Electrify Everything! initiative with the mission that is two-fold: first to spread awareness of the benefits of beneficial electrification and secondly to support residents in making home electrification and efficiency projects more affordable.

Since its launch, the initiative has evolved through three distinct phases. What began as a comprehensive bulk-purchase pilot program for homeowners has transformed into a suite of equity-focused programs designed to reach the majority of Portlanders who rent their homes. This report details how the Sustainability Office leveraged federal ARPA funding and local partnerships to transition from broad outreach to targeted, high-impact climate action.

Background

The City of Portland is committed to building a low-carbon, thriving, and inclusive future. With a significant population of apartment dwellers (comprising [more than half](#) of the city's residents) the City must ensure that climate solutions are accessible to both homeowners and renters alike. Currently, heating and cooling commercial and residential buildings accounts for 56% of Portland's greenhouse gas emissions, while on-road transportation contributes another 30%. To meet our climate goals, the city must address the challenge of decarbonizing homes, businesses, and vehicles through beneficial electrification.

To address these challenges, the Cities of Portland and South Portland adopted [One Climate Future](#), a joint climate action and adaptation plan. This plan establishes aggressive carbon reduction goals, including a commitment to reduce community-wide greenhouse gas emissions 80% below 2017 levels by 2050.

To achieve this, the plan specifically calls for the City to:

- Launch an electrification incentive program, following a thorough review and research of New England air-source heat pump incentive models.
- Launch a new electrification marketing and incentive program to drive community awareness and action.

These directives served as the foundation for the *Electrify Everything!* initiative, focusing on improving home energy efficiency and helping residents transition their fossil-fuel-powered systems to electric ones.

Why Electrify Everything? Maine's electric grid is one of the cleanest in the country and continues getting cleaner each year. [Maine's Renewable Portfolio Standard](#) says that 80% of our electricity must come from renewable sources by 2030 and 100% by 2040. Still, Maine's electricity is produced from a mix of fuel sources that produce greenhouse gas emissions - just under a quarter of all greenhouse gas emissions in Portland come from our electricity. As we continue to expand the amount of renewable energy on the electrical grid, such as solar and

wind power, the greenhouse gas emissions from electricity will shrink. If Maine continues to hit its Renewable Portfolio Standard targets, we will reach zero emissions from electricity by 2040.

Therefore, the primary way that we can reduce greenhouse gas emissions involves three steps: 1) Ensuring our systems run as efficiently as possible, 2) Expanding the amount of electricity that comes from renewable sources, and 3) Switching as many systems that are currently powered by fossil fuels to electricity, such as transportation and building heating and cooling. Replacing furnaces and appliances that burn natural gas or oil with electric heat pumps and heat pump water heaters will take advantage of the decarbonizing grid to dramatically reduce carbon emissions.

What are the co-benefits of transitioning to electric? Electric systems offer benefits beyond emissions reductions:

- They don't emit pollutants such as small particles, sulfur dioxide, and nitrogen oxides that can harm people's health.
- They save money because they are cheaper to operate and maintain, compared to fossil fuel appliances.
- They are multi-purpose: Air source heat pumps offer heat in the winter and cooling in the summer (no need for a separate AC). Heat pump water heaters also dehumidify (no need for a separate dehumidifier).
- They offer more predictable costs on utility bills, whereas fossil fuel prices are increasingly volatile and dependent on many global factors.

Program I: Electrify Everything! Pilot

Goal: Help at least 75 homes in Portland install air source heat pumps, heat pump hot water heaters, EV charging stations, and/or solar arrays. With this program, the City also aimed to increase community awareness of beneficial electrification and incentivize residents to take action in electrifying their homes. The program supports goals identified in *One Climate Future* to reduce emissions from burning fossil fuels by supporting beneficial electrification and using energy efficiently.

Issue Addressed:
Complexity of initiating whole home electrification projects

Cost: \$0

Outcome: 105 electrification or solar energy projects

How did it work in Portland?

The vision was a "one-stop-shop" where the City could build awareness of energy efficiency and beneficial electrification, connect residents to financial incentives (state rebates and federal tax credits), and promote a single partner who could help residents take steps to electrify their home.

With no funding, the idea was that a community bulk purchase program would attract a large number of customers, aggregate demand, and create the opportunity to lower the cost of

installations for participants. City staff would conduct robust outreach and encourage residents to schedule a consultation with the partner installer.

After issuing an RFP for a partner who could provide all of the requested services, in March 2022 the Sustainability Office partnered with ReVision Energy, a local full-service solar company with over 15 years of experience designing, installing, and maintaining solar energy systems in the region.

Together, the *Electrify Everything!* Pilot program offered competitive pricing for

- \$500 off Solar panel installation
- \$250 off air source heat pumps, heat pump water heaters, and home EV chargers

These discounts were given in addition to generous rebates and incentives provided by Efficiency Maine for electric appliances and tax credits available for solar installations.

This was a limited time program, with a sign up period for interested residents. The City helped connect these residents with ReVision Energy, who offered consultation and transparent pricing, assisted residents with selecting equipment, and entered into agreements with program participants for the purchase and installation of equipment. All Portland residents who signed a contract for installation of eligible appliances before the sign up period deadline received the discounted cost, based on the amount of equipment community members ultimately committed to purchasing.

Outcome

Harnessing the purchasing power of Portland residents, the *Electrify Everything!* Pilot ultimately resulted in 105 electrification or solar energy projects. The program also helped residents learn about other programs, such as state incentives and tax credits.

This program builds on the success of weatherize and solarize programs in communities, such as [Charlotte, NC](#) or [Washington D.C.](#) The model works because it overcomes typical barriers to such projects:

- **Complexity:** For many people, the most complicated aspect of moving to electrification is knowing where to begin and how to access rebates. This program provided an easy starting point, clarity of costs and benefits, and access to funding options.
- **Cost Reduction Overall:** In exchange for the City's outreach efforts and a sizable volume of projects, the partner contractor was expected to offer competitive pricing discounted from typical project prices. The City also worked with the partner contractor to direct participants to information about additional financing options and rebates.
- **Incentive Inertia:** Residents had to sign a contract with the contractor by the program deadline in order to receive the special discounted pricing offer. The promotion push, discounts, and deadline served as motivators for residents to begin projects that they may have otherwise put off.

While this program was considered a success because of its outcome, at no cost to the city, it resulted in limited accessibility for low-income residents and residents who are not homeowners.

Program II: Electrify Bikes!

Goal: The primary goal was to help income-eligible¹ Portland residents purchase an electric bicycle (e-bike) or electric cargo bicycle² (cargo e-bike) to provide a reliable, practical transportation option that reduces reliance on fossil fuels. The program supports *One Climate Future* goals to reduce vehicle miles traveled in automobiles and lower carbon emissions from transportation.

Issue addressed:

Affordable, electric transportation

Cost: \$157,729.11

Outcome: 100 individuals received discounted e-bikes

How did it work in Portland?

Modeling successful programs in other jurisdictions like [Arlington County, Virginia](#) and [Massachusetts](#), Portland designed an e-bike voucher program in an effort to help provide affordable and accessible electrified transportation for residents. E-bikes serve as a critical tool for mode shift, replacing short car trips with a fossil-fuel free alternative. Through the "Electrify Bikes" program, the City helped income-eligible Portland residents purchase an e-bike or cargo e-bike by contributing 60% of the cost of the e-bike and eligible accessories³.

The Sustainability Office partnered with local bike shops to offer the program and coordinate payment. Residents were invited to apply for the program in-person and eligible individuals received a voucher certificate that allowed them to shop at participating local retailers, applying their 60% discount at the time of purchase.

In Portland, we tried two iterations of the Electrify Bikes! program.

- In our first iteration, we announced the program at one of our major annual events and shared news of the launch in advance with local non-profits and social services agencies who could help spread the word. The response was overwhelming; by the following Monday, a line of residents stretched out of the Sustainability Office door. This high demand remained constant for nearly three days until the funding cap was reached, forcing an abrupt pause to the program. While it proved immense community interest, it created significant administrative strain and favored those who could take immediate time off to stand in line.
- During the second iteration of the program, we instead offered a two-week registration window where residents could register interest with the Sustainability Office. After a period of broad promotion, City staff used a randomized drawing to select participants from the pool of registrants. This approach allowed for a fairer distribution of incentives

¹ "Income eligible" was defined as Portland households with an income of up to 80% of local median income as determined by the most recent years' HUD-adjusted HOME Income Limits.

² "Cargo e-bike" was defined as an extended-frame bicycle with welded-on cargo racks or boxes.

³ Eligible accessories included bicycle lights, locks, reflectors, reflective/high visibility apparel, helmets, and racks/cargo carriers purchased with an eligible e-bike.

and a more manageable pace for staff, though it resulted in a slightly lower sense of urgency for some participants to redeem their certificates.

Regardless of the iteration, all participants were required to apply in person to verify income eligibility and residency, ensuring the program reached the intended priority populations.

	First Iteration	Second Iteration
Launch Model	First come first serve	Randomized Drawing
Timeline	April 2023	March 2025 - November 2025
Maximum incentive	Standard e-bike: \$1,500 Cargo e-bike: \$3,000	Standard e-bike: \$1,500 Cargo e-bike: \$2,500
Outcome	64 bikes	36 bikes
Pros	High community interest demonstrated	Fairer opportunity for all
Challenges	Administratively burdensome; line out the door	Diminished urgency to redeem

Outcome

This program successfully reduced the high up-front cost barrier for residents who otherwise could not afford an e-bike. By requiring participants to purchase from local bike shops, the program also supported the local business economy and ensured residents had a place for professional assembly and future maintenance.

After distributing a survey to all participants who purchased an e-bike, we received feedback from residents sharing their stories of how they were able to opt out of getting a second vehicle or were able to swap their second vehicle for an e-bike. The program also allowed families the chance to commute with their children to daycare and then to work, reducing the reliance on fossil fuels and creating a fun and exciting routine for their children.

“We can take both our kids to/from daycare from the West End to Back Cove just as quickly as if we were driving. It’s saved us money and helped us all spend more time outside. We are in love with our e-bike!”

“[I] Can get farther than I would on a conventional bike. AND I’m not using fossil fuels!”

“Its a great bike, and is truly a car replacement vehicle.”

“This bike has had a dramatic impact on my life. I drive so much less, and see so much more!

Survey results also showed that participants’ primary uses for their e-bikes were for commuting or daily needs (running errands, grocery shopping), and the top cited benefits experienced as a result of using the bike included reduced environmental impact, reduced vehicle use/dependency, faster and more convenient, and cost savings on transportation.

Both iterations of the *Electrify Bikes!* program met its goals because the model intentionally focused on the following:

- **Reduced Out-of-Pocket Expenses:** The City worked with local bike shops to ensure that the incentive was applied at point-of-sale, which reduced the barrier to participation for those who may not be able to afford the initial cost even anticipating a rebate later on.
- **Helped Fewer People More:** While many programs prioritize broad participation, they often fail to address the prohibitive upfront costs for low or moderate-income households. By increasing the incentive for fewer participants, we ensure the program actually bridges the financial gap for those who need it most, rather than just subsidizing those who could already afford to bridge it themselves.

Ultimately, the pivot to a randomized drawing in the second iteration was more successful because it immediately improved fairness, evolved from community feedback, and significantly reduced the administrative burden on City staff.

Program III: DIY Electrify!

Goal: The goal of the DIY Electrify! program was to help income-eligible⁴ Portland residents purchase materials for home weatherization or small electric appliances that reduce fossil fuel consumption. This program was designed with renters in mind, as [more than half](#) of Portland, ME’s population lives in apartments. The program supports goals identified in *One Climate Future* to reduce emissions from burning fossil fuels by supporting beneficial electrification and using energy efficiently.

Issue Addressed: High energy costs and emissions for residents, specifically apartment dwellers

Cost: \$40,979.85

Outcome: 181 individuals received rebates

How did it work in Portland?

Launched in March 2024, "DIY Electrify" provided rebates of up to \$250 per household for specific weatherization, electrification and efficiency items.

⁴ “Income eligible” was defined as Portland households with an income of up to 80% of local median income as determined by the most recent years’ HUD-adjusted HOME Income Limits.

Income-eligible Portland residents were able to shop for the eligible items at any vendor, including online retailers. After purchase, eligible residents brought their receipts to City Hall to apply in-person. Staff verified item eligibility and processed rebate checks through the City Finance Department.

Products That Were Eligible for Rebate

- Weatherstripping tapes and sealants
- Door seals and sweeps
- Window and door caulking
- Caulking gun
- Spray foam sealant
- Window insulation shrink film kits
- Pipe insulation
- Electric cooking appliances⁵
- Outdoor clothesline
- Clothes drying rack
- Duct insulation
- Duct sealant
- Water tank insulation wrap
- Smart thermostats
- Cellular window shades
- Rechargeable batteries
- Reel lawn mower (no engine)
- Electric lawn tools
- Power strip
- Rechargeable power station
- Foam board insulation
- Portable induction cooktop
- LED light bulbs
- ENERGY STAR-certified appliances
- Countertop dishwasher (energy efficient)
- Heat pump clothes dryer
- Window Dressers insulating window inserts

Outcome

Over the course of eight months, the program provided 181 individuals with rebates, with 74% of those individuals reporting they were renters/apartment dwellers.

The model works because it provided:

- Individual Agency: By offering a variety of low-cost solutions, this program gave residents immediate control over aspects of their energy use and comfort.
- Consumer Confidence: Transparent program information and a wide variety of options allowed residents to take manageable "next steps" in their electrification journey.

Despite consistent, robust outreach, this program did not have strong initial takeup. Even after sending mailers to every residential address in the City, we did not have many participants come in to apply. After several months, eventually, news of the program spread through word of mouth. Don't forget how powerful that tool is. Initial participation in the program was weak, despite consistent and robust outreach efforts, including mailing information to every residential address in the city. After several months, however, program participation eventually increased as news spread effectively through word of mouth, underscoring the power of patience and community.

⁵ Eligible cooking appliances required that its use must be cooking/heating (e.g., Instant pot, rice cooker, electric kettle, pressure cooker).

Summary

The three programs under the *Electrify Everything!* umbrella demonstrate that a "one-size-fits-all" approach is insufficient for truly just climate transition. By analyzing the outcomes of these programs, we have identified three key takeaways for future municipal action:

- **Economic Equity:** The initial pilot cost the City \$0 but failed to reach low-income residents because it relied on homeowner-funded projects. In contrast, direct incentives used in the Electrify Bikes! program successfully removed the "up-front cost" barrier for priority populations.
- **Renter Engagement:** By offering rebates for portable appliances like induction cooktops and low-cost weatherization tools, the DIY Electrify! program saw 74% participation from apartment dwellers, a group often left out of traditional electrification efforts.
- **Thoughtful Design Improves Equity:** Moving from a "first-come, first-serve" model to a "randomized drawing" for e-bike incentives ensured a fairer opportunity for the community and managed administrative burdens more effectively.

Ultimately, the *Electrify Everything!* initiative shows that the transition to a clean energy future is as much about social equity as it is about technology. By evolving from a broad, homeowner-centric pilot to targeted, accessible programs like Electrify Bikes! and DIY Electrify!, Portland has demonstrated that climate action can be made inclusive for all residents, regardless of their income level or housing status.

Our experience highlights that direct, point-of-sale incentives are the most effective tool for removing the "up-front cost" barriers that traditionally exclude low-income populations from participating in government rebate programs. Furthermore, we have learned that renters are an eager and untapped resource. When provided with portable, low-cost options like induction cooktops and weatherization kits, they participate at high rates, proving that apartment dwellers are ready to make efforts to improve their homes efficiency.

As the City of Portland continues to work toward the One Climate Future goal of reducing emissions 80% by 2050, these programs will serve as the blueprint for future policy. By prioritizing thoughtful and intentional program design, we can ensure that the path to 100% renewable energy is one that every Portland resident can make together.



Sustainable Neighborhoods Mini Grant Report 2025

February 12, 2026

Prepared by Karly Masucci Meyer



Background

Climate change is expected to amplify challenges that many Portland residents already face, including financial, food, and housing insecurity, as well as strain on physical and mental health. Research consistently shows that communities with strong social connections are better prepared for and recover more quickly from severe challenges such as extreme weather events, natural disasters, and other emergencies.¹ For example, studies following Superstorm Sandy found that social network connectedness, trust, and community cohesion were critical factors in how effectively neighborhoods shared information, supported one another, and recovered after the storm.² The City of Portland recognizes social resilience as a core component of climate preparedness in the city's joint climate action plan, *One Climate Future*. The *One Climate Future* strategy *CR2.5: Neighborhood Resources* calls for establishing a small grants program to support projects that build community strength, health, and resilience with an emphasis on prioritizing projects benefitting communities disproportionately affected by climate change, including residents with low or no income, New Mainers, people of color, youth, older adults, and residents living with disabilities.

The City of Portland Sustainability Office launched its first [Neighborhood Mini Grants program](#) in July 2025 and successfully awarded twenty-nine Mini Grants to teams of residents and neighborhood organizations, supporting projects, events, or programs that foster collaboration and strengthen social connections among neighbors. Portland residents were invited to apply as teams of at least three people or on behalf of neighborhood organizations for small grants of up to \$500 to fund their project ideas. The twenty-nine grant funded projects spanned a wide range of activities from lively neighborhood fall festivals and hands-on bicycle repair workshops to native pollinator plantings and language exchange meetups. Projects were implemented in each district across Portland and collectively reached over a thousand residents who helped plan or attend mini grant funded events or activities.

Program Design & Goals

The Neighborhood Mini Grant Program was designed to support initiatives led by community members that allow neighbors to develop stronger social connections by collaborating on neighborhood-scale projects, events, and programs.

The core goals of the Mini Grant Program are to:

- Foster stronger, closer-knit relationships within neighborhoods and local communities
- Build resilience, equity, and self-sufficiency in local communities
- Promote environmental stewardship and green practices at the neighborhood scale
- Improve communities' environmental, social, and economic health

¹["Stronger Together: How Social Resources Influence Disaster Recovery Outcomes."](#) NORC at the University of Chicago

²["Stronger Together: How Social Resources Influence Disaster Recovery Outcomes."](#) NORC at the University of Chicago

Outreach Strategy

The Neighborhood Mini Grant Program was promoted through a multi-channel outreach strategy designed to reach diverse groups of Portland residents. Information was hosted on the City of Portland website and shared across social media platforms (Instagram, Facebook, and LinkedIn) through both City of Portland and Sustainability Office accounts, generating strong engagement with over 15,000 views and more than 200 shares on Instagram. The program was also featured in the City’s Friday RoundUp email and text newsletter, the “News” section of the City website, and the One Climate Future Newsletter, reaching thousands of additional residents.

To expand outreach through trusted community networks, a “spread the word” email was sent to neighborhood associations, community organizations, and City departments to encourage inclusion in their newsletters. The Sustainability Office coordinated with Avesta Housing to help share the opportunity with residents in affordable housing communities. Printed flyers—translated into three additional languages—were distributed in community spaces such as coffee shops, grocery stores, laundromats, and community centers. In-person outreach was also conducted through tabling at four Wayside Pop-up Picnics, allowing staff to connect directly with residents, answer questions, and encourage participation.

Application Process & Selection

The City received forty-four applications in total and awarded twenty-nine mini grants. Applications were scored using four established criteria, which evaluated project alignment with program goals, community impact, inclusivity and accessibility, and feasibility to be completed in 90 days. This process allowed staff to prioritize projects that demonstrated strong community leadership, meaningful opportunities for connection, and benefits to populations most vulnerable to climate impacts.

Funded Projects & Community Impact

The first round of Mini Grant recipients reflected a wide range of project types including gatherings and festivals, skill sharing workshops, gardening and native plantings, crafting, and cultural exchanges. Collectively, these projects created spaces for neighbors to meet, collaborate, share skills, celebrate culture, steward the environment, and build trust with one another. The Mini Grants served as a catalyst for neighbors to take meaningful action in their community, serving as entry points for residents who may not otherwise engage or participate in more formal civic projects. Mini Grant recipients were required to complete a brief Report Form to share how many people participated in their project, how it impacted their neighborhood, any successes and challenges faced, testimonials from participants, and photos of their project/event. With four projects extended into this spring, twenty-five mini-grant projects have been successfully completed and engaged approximately 1,004 residents as organizers or participants across Portland. Explore all of the funded projects with descriptions and images in the [Mini Grants interactive map](#).

The twenty-nine funded projects included:

- Introduction to Nature Journaling Workshop
- Rosemont Neighborhood Community Candlemaking
- Peaks Island WindowDresser Community Workshop
- Scary Stories & Dance Party
- Inaugural Pet Costume Parade and Block Party
- Nason's Corner + Rosemont Fall Festival
- Libbytown Neighborhood Book Club
- Block Party for Ivy, Wayne, and Fairview Streets
- Woodford's Corner Community Gardens
- Bramblewood Block Party
- Peaks Island Park Open House and Celebration!
- Munjoy Hill Community Oral History Project
- Common Share Garden Drip Irrigation System
- Garden Revitalization Project
- Munjoy Hill Vision Zero Project
- Pathways Project at Bayside Community Garden
- Rowe Avenue Bucket Brigade Garden
- The Big Story Day
- Community Contra Dance and Picnic
- Powerful ARRMS! (altering, repairing, repurposing, mending, swapping)
- Halloween Monster Mash Bash Celebration
- Friend Church Portland
- Fort Sumner Native Plant Garden
- East Bayside Community Cleanup
- Bicycle Repair & Maintenance Workshops
- Community Plate: Bringing Three Communities Together
- Parkside Native Pollinator Planting Project
- Charlando East End
- Allen's Corner Community Pocket Park

Highlights from some of the Mini Grant projects:

The **Libbytown Neighborhood Book Club** brought neighbors together to read and discuss the book, *A Paradise Built in Hell* by Rebecca Solnit, sparking meaningful conversations about climate change, mutual care, and collective response over multiple gatherings. A participant shared that, “the mini grant enabled us to not only meet each other but also to make an informal emergency network. When faced with the water being shut off or losing power, we can reach out to find who needs help. We are a more resilient community because of it.” This project bolstered a strong interest for more regular informal meetups like monthly potlucks at people’s houses and led to the creation of a neighbors directory and spreadsheet where neighbors can share skills, tools, and books.



Images above feature participants from the Libbytown Neighborhood Book Club.

For the **Rowe Avenue Bucket Brigade Garden** project, neighbors teamed up to grow food and plants in buckets along Rowe Avenue, turning their street into a shared community garden. The Bucket Brigade Garden kicked off with a launch event, including food, games, and cider pressing with over 30 neighbors in attendance. The group distributed seeds, soil, buckets plastered with, “Together we gROWE,” logo to neighbors interested in participating. One neighbor shared how, “the buckets became an instant ice-breaker,” among neighbors and how, “people stopped to ask what we were doing, and before we knew it, they were signing up for one.” The project continues to foster community, inviting neighbors to check in on one another and their gardening progress.



The images above feature neighbors from the Rowe Avenue Bucket Brigade Garden project and their project logo.

West End neighbors teamed up to create **Powerful A.R.R.M.S.** (altering, repairing, repurposing, mending, swapping), which hosted a series of three community workshop events for neighbors to learn how to mend and repair clothing items together. The series included three workshops on repairing & mending, repurposing, and altering & swapping. With over thirty participants attending the workshops, neighbors were able to learn and exchange practical skills in a welcoming, hands-on environment while meeting and connecting with fellow neighbors. A participant shared that, “I felt very empowered! There were plenty of knowledgeable people to help, but they also told me what to do instead of doing it for me.” Another shared how the workshops created a space for, “community building and learning from each other.” The popular workshops evolved into a monthly series at the Reiche Community Center in the West End.



The images above feature participants learning to mend and repair clothing at Powerful A.R.R.M.S. workshops.

Conclusion

The inaugural round of the Sustainable Neighborhoods Mini Grant Program demonstrates the power of small investments in catalyzing meaningful, community-led action. With twenty-nine projects funded reaching over a thousand community members, the program successfully mobilized residents across Portland to collaborate with their neighbors to design and organize creative projects and events for their neighborhoods. The grants led to ongoing engagement with projects; for example, the Libbytown Neighborhood Book Club created an emergency network and planned more informal, regular meetups, the Powerful A.R.R.M.S. workshops became a monthly series, and inaugural events like the Bayside Howl-o-ween Fest plan to become annual traditions. Another outcome of this program has been strengthening the

relationship between the City of Portland and Portland residents by recognizing and supporting the work of civically engaged community members. The program's success demonstrates that investing in neighborhood initiatives designed and led by residents themselves encourages sustained social cohesion and greater social resilience, enhancing Portland's climate preparedness and recovery in the future.



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

2/12/2026

AGENDA ITEM

Agenda Item #2B

PURPOSE

To update the committee on progress made since the adoption of the City’s climate action and adaptation plan, *One Climate Future*.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

These projects implement elements of the *One Climate Future* plan and other Council goals.

BACKGROUND/ANALYSIS

Five years ago, the Cities of Portland and South Portland joined forces to create and adopt *One Climate Future*, a bold roadmap charting a course to reduce community-wide greenhouse gas emissions 80% by 2050 and use 100% clean energy for municipal operations by 2040, while building resilience to the impacts of climate change.

With *One Climate Future* as a road map, we have been able to make significant strides toward realizing our “Six Big Moves” – these are high impact, cross-cutting initiatives that touch on multiple aspects of our climate plan. Together, we have partnered with other departments, community organizations, citizens, and businesses to:

Power Everything With Clean Renewable Energy

- **EV charging capacity:** Portland has installed 44 EV chargers, including eight DC fast chargers. We updated our Technical Manual to require streamline installation of EV charging and require its installation for all new parking lots (with five or more spaces).

- **Clean, renewable energy:** Solar projects the City owns or has offtake agreements with have generated more than 45 million kWh of solar power during the past 5 years. This has resulted in savings of over three million dollars. In addition, the offsite projects generate Renewable Energy Credits, the sale of which provide funds for the Climate Action Fund established by the City Council.
- **Electrify Everything!:** Our flagship rebate program, *Electrify Everything!*, has supported 105 home electrification projects and distributed \$198,700 to 291 low & moderate income residents for e-bikes, heat pumps, energy efficient appliances, home weatherization, and more, making clean technology accessible to all.

Build Community Resilience and Collaborative Capacity

- **Improved risk knowledge:** We developed an innovative hydrodynamic model of coastal flood risk to inform key policies, such as our ReCode and the Coastal Flood Resilience Overlay Zone.
- **Public education and outreach:** We created tools to communicate about climate risks so that residents can engage in decisions that shape our communities. For example, we've installed signage at sixty sites throughout the City to educate residents and visitors about resilience initiatives, with more planned.
- **Social resilience:** Portland launched the Sustainable Neighborhoods Program to empower residents to come together, build relationships, and take collective action in their neighborhoods. The program provides free block party kits and cleanup kits, supporting twenty block parties and thirty-one neighborhood cleanups thus far. The first round of Neighborhood Mini Grants awarded twenty-nine grants citywide for neighbor-led projects that foster collaboration and strengthen social connection.

Reduce Waste and Grow a Circular Economy

- **Food waste recycling:** The City established 10 free, composting drop-off sites that have diverted over 2.2 million pounds of food scraps from the waste stream.
- **Growing the sharing economy:** We have supported seven repair fairs, where neighbors were able to learn and exchange practical repair and mending skills. Two of these community-led repair groups have evolved into monthly events.

Build Better Buildings

- **Building codes:** In 2021, Portland adopted the state's first Energy Stretch Code, improving the efficiency of new buildings by 30-35%.
- **Development standards:** Portland has proactively adopted development standards to ensure that new development is efficient, connected, and resilient in the face of climate change. Through the ReCode process, the City created Transit

Oriented Zones, enhanced stormwater and heat mitigation requirements, eliminated parking minimums, and adopted parking maximums.

- **Energy benchmarking:** Portland's Energy Benchmarking Ordinance also helps large building owners make more informed decisions to enhance the energy efficiency of their buildings and is a crucial step towards decarbonizing our building sector.

Nourish Ecosystems Which Nourish Us

- **Landcare management:** The City of Portland has worked to improve water quality and increase native plants and biodiversity through their adoption of Landcare Management Ordinances and soil quality standards for new development.
- **Urban tree canopy:** Portland has made dedicated efforts to mitigate high heat through a more robust, equitable tree canopy. Over the last five years, the Forestry team has planted 892 trees, prioritizing low-equity urban areas.

Connect People to Places, to Opportunity

- **Transit-oriented development:** Laying the foundation for a sustainable transportation network, the City has focused on adding density, incentivizing development around transit corridors, and promoting biking and walking.
- **Safe and accessible transportation:** Initiatives such as Complete Streets and Vision Zero Portland set the vision for safe, accessible transportation networks that we are working towards.
- **Public transit:** South Portland took a large step to coordinate and expand transit in 2024 by merging South Portland Bus Service with Greater Portland METRO. Portland residents will benefit from better service and access to additional locations

One Climate Future has delivered meaningful and tangible progress. More than 70% of the climate strategies included in the plan are underway. Having an adopted plan has made us more competitive when applying for grants which has brought in over \$4 million of external funding to help advance our goals. Funded projects include important stormwater resilience initiatives, Sustainable Neighborhoods grant awards, and waste reduction initiatives.

As one of the first multi-city climate action plans in the country, *One Climate Future* broke new ground and has served as a national model for regional cooperation, sharing lessons learned and serving as a resource for neighboring municipalities. We have formed coalitions and testified before the state legislature to enact policy change and remove barriers to local climate action. This work has all been the result of coordinated efforts and robust partnerships with organizations at the local, regional, and state level.

By investing in people, we have created a solid foundation for carrying out the work of *One Climate Future*.

FISCAL IMPACT

n/a

CONCLUSION(S)

During the past five years the City has made important progress toward achieving the goals established in *One Climate Future* but there is still much work to do. Many of the strategies require ongoing action over the long-term, as well as partnerships with other levels of government to realize their full impact. As noted in our presentation of the Community Wide Greenhouse Gas Inventory last year, emissions from the building sector have fallen by 14% while emissions from the transportation sector have increased since our benchmark year of 2017. This underscores the importance of continued advocacy for Federal and State policies that help achieve our objectives. Some key examples include:

- **Maine’s Renewable Portfolio Standard:** In 2025, the passage of LD 1868 increased Maine’s RPS from 80 percent by 2030 to 90 percent by 2040 and added a complementary 10 percent clean energy standard to reach 100 percent clean energy by 2040. This provides the policy foundation for the City’s beneficial electrification strategy, that calls for encouraging residents and businesses to switch to electric technologies for heating, cooling, and transportation. This will be the primary means to reduce emissions from City operations in order to achieve the goal to run City operations on 100% clean energy by 2040.
- **Strong support for rebates and incentives from Efficiency Maine:** While Federal support for energy efficiency and renewable energy has subsided, Maine continues to provide valuable support to residents and businesses who want to reduce energy use as well as energy cost. With limited funding available for local incentives, these resources are vital to continue and accelerate progress towards reducing building emissions.
- **Maine’s Community Resilience Partnership:** The State has worked to support Maine municipalities as they plan for future impacts of climate change and has provided funding to dozens of communities, including Portland, to implement important policies and programs. For instance, we have received funding to develop the Coastal Flood Resilience Overlay Zone, to implement elements of *Electrify Everything!*, as well as funding to update our climate vulnerability assessment.

- **Transportation:** Regional and State partners like GPCOG and the Maine Department of Transportation play a vital role in creating a transportation network that provides residents with good transportation options other than driving a car. We have seen important progress in this regard such as the Rapid Transit Study, that is exploring the opportunity for bus rapid transit between Portland and Gorham. Both GPCOG and MDOT play a key role in developing and implementing regional policy to support transit and active transportation. We will continue to advocate with them for policies that can reduce regional vehicle miles traveled and to explore opportunities for expanded funding for transit. These steps will make executing the Council's Vision Zero strategy and implementing the complete streets policy more impactful by reducing carbon emissions and making our transportation network safer and more equitable.

Unfortunately, the current Federal administration has repealed many of the climate and energy programs begun under the Biden administration that were intended to support carbon reduction and adaptation. This includes roadblocks for offshore wind, which is intended to be a large contributor of renewable energy to the State's power grid. These roll backs will present obstacles to overcome as we work to achieve our climate goals.

Increased focus on resilience will be essential in the coming years. The devastating storms of January, 2024 showed us that the impacts of climate change are being felt *now*. While we have implemented important policies, such as the CFROZ, to ensure that future buildings are built in a more resilient manner, there is still much to do to help the community adapt to the impacts of climate change. The climate vulnerability assessment of 2019 was a key resource for the development of One Climate Future, but a lot has changed since then. We are currently implementing a project to update all of the data sets from the original vulnerability assessment and will be gathering additional data, including a complete shoreline inventory of the coast between the Falmouth town line and the Cape Elizabeth town line, including Portland's islands. Using this information we will work with the Council, residents, and other stakeholders on how to prepare the City for rising sea levels, more frequent heat waves, and more intense storm events. Fortunately, we have a strong partnership with the Gulf of Maine Research Institute that was formalized by the City Council in December, 2025. This partnership will help us apply the latest scientific thinking to our resilience efforts and to help us educate the community about the pace and impacts of climate change. With GMRI's support and close collaboration with a wide range of stakeholders we will soon begin identifying specific strategies that will help the City adapt to sea level rise and other impacts of climate change.

Five years on, we are more committed than ever to implement the guiding principles of One Climate Future: to build a future that is equitable, regenerative, and resilient in the face of climate change.

PRIOR COMMITTEE REVIEW

None

PREPARED BY

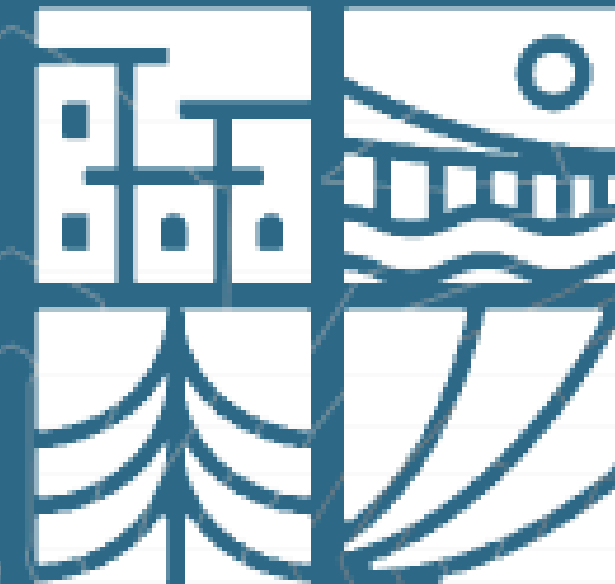
Troy Moon, Sustainability Director
Katie Tims, Sustainability Associate

ATTACHMENTS

- 5 Year Summary Slide deck

ONE CLIMATE FUTURE

5 YEARS LATER



ONE CLIMATE FUTURE



- Community-driven climate action plan, **One Climate Future**, adopted in 2020 by Portland & South Portland
- 68 strategies across four key areas
- Reduce community-wide GHG emissions by **80% by 2050**
- **100% clean energy** for municipal operations by 2040

5 YEARS OF ONE CLIMATE FUTURE



70%

More than 70% of the 68 strategies are underway in both cities.

HIGH IMPACT, LOW COST

We have worked creatively and efficiently to maximize the impact of our work with minimal municipal tax dollars.

\$4,234,930

Portland has received \$4,234,930 in 13 grants since 2020



BUILDING CAPACITY & ENGAGEMENT



3 Full-Time Staff



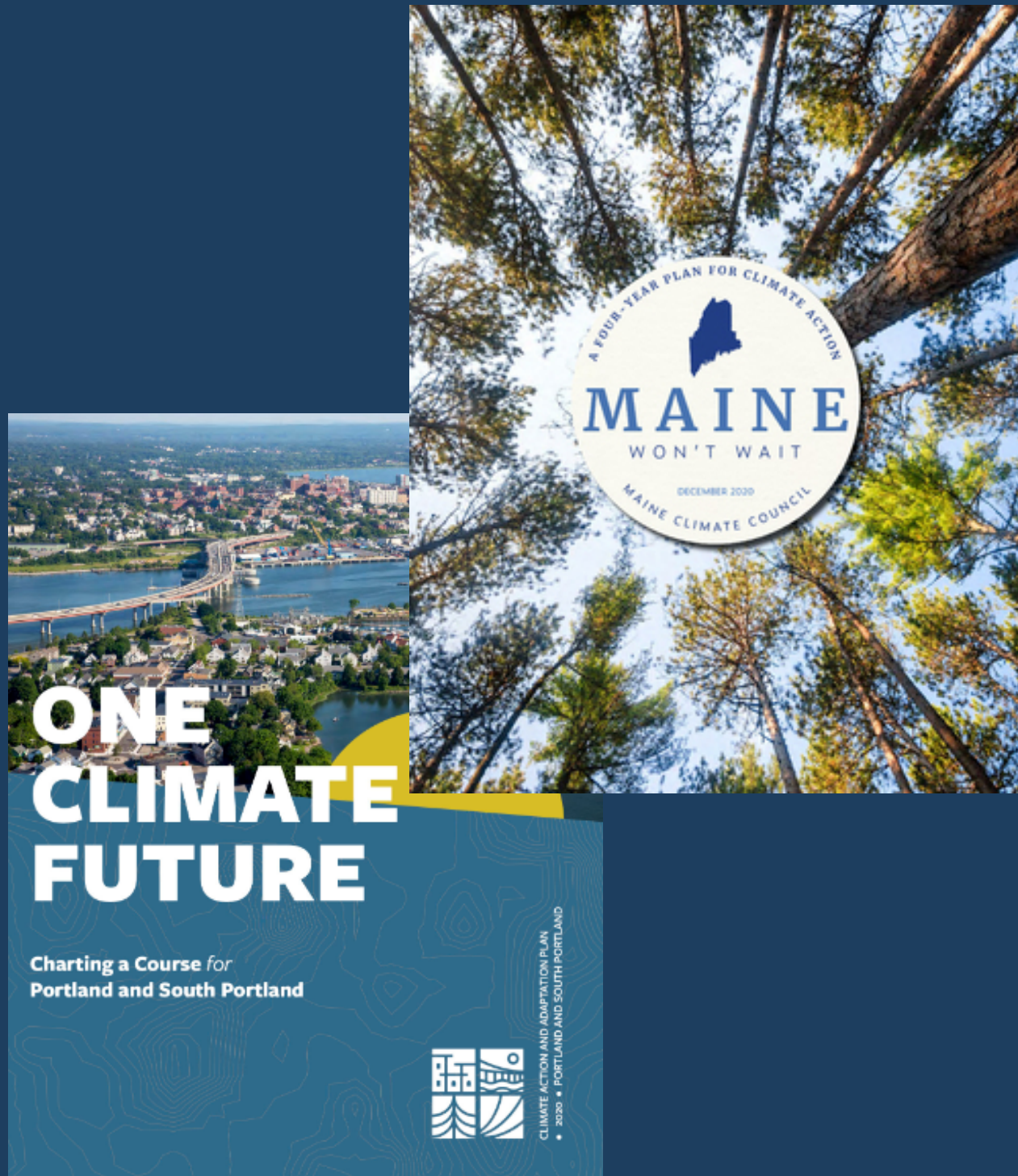
AmeriCorps

**Hosted 6 AmeriCorps
Resilience Fellows**

Coffee & Climate

**Monthly newsletter
with 1,685 people and
85 monthly Coffee &
Climate webinars**

PARTNERSHIPS & REGIONAL LEADER



National model for regional cooperation

Advocate at **state level** to enact legislation & remove barriers to local climate action

Share lessons learned & design our initiatives to be replicable in **neighboring municipalities**

THE SIX BIG MOVES



1. Renewable Energy



2. Build Resilience



3. Reduce waste



4. Better Buildings



5. Nourish Ecosystems



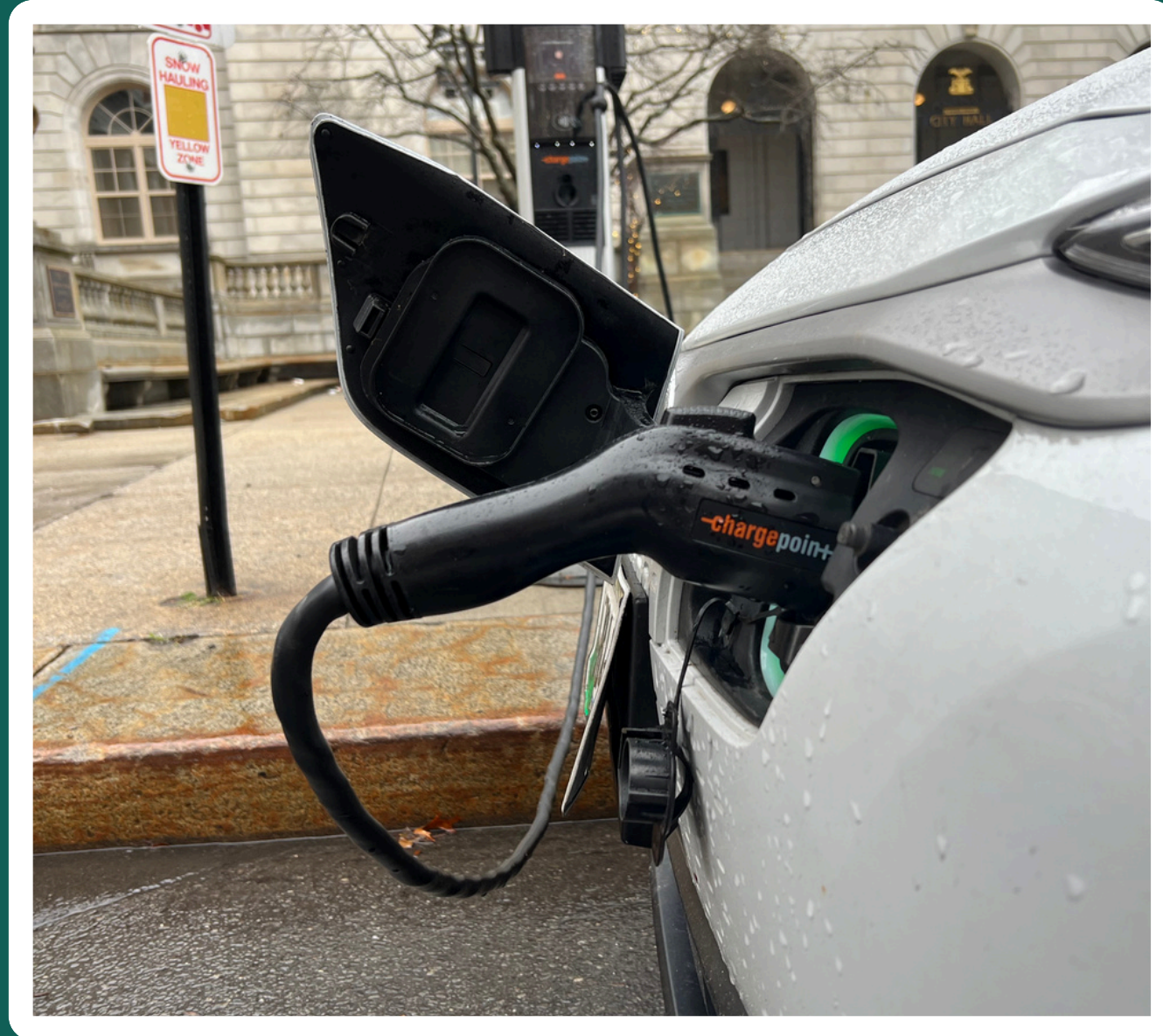
6. Connect people to places

1. POWER EVERYTHING WITH CLEAN RENEWABLE ENERGY



More than **43 million kWh** of solar power generated, saving the City of Portland over **\$3 million**.

EXPANDING EV CHARGING



We have installed **44 EV charging stations** since 2021.

ELECTRIFY EVERYTHING!

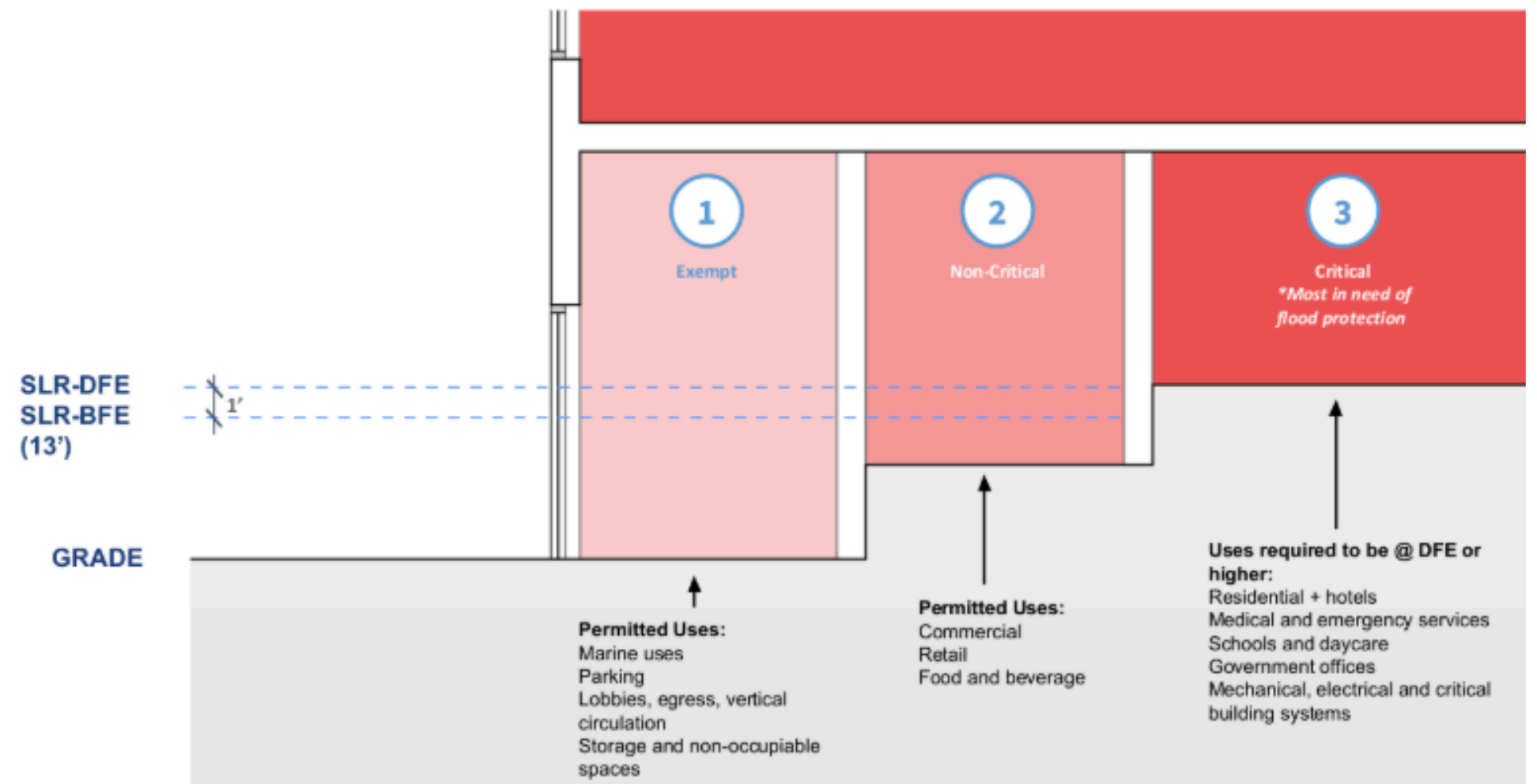


\$198,710 distributed to **386 low & moderate-income residents** for e-bikes, heat pumps, energy efficient appliances, and more.

2. BUILD COMMUNITY RESILIENCE



New Design Flood Elevation (SLR-DFE): Critical Uses



Portland adopted a **Climate Resilience Overlay Zone** through ReCode

SOCIAL RESILIENCE



10 Block Parties



21 Clean Ups



29 Mini Grants

Portland launched the **Sustainable Neighborhoods Program** to empower residents to come together, build relationships, and take collective action in their neighborhoods.

RESILIENCE EDUCATION & OUTREACH



Portland Resilient Education Project

3. WASTE REDUCTION



10 free composting drop off sites that have diverted over **2.4 million pounds** of food scraps from the waste stream.

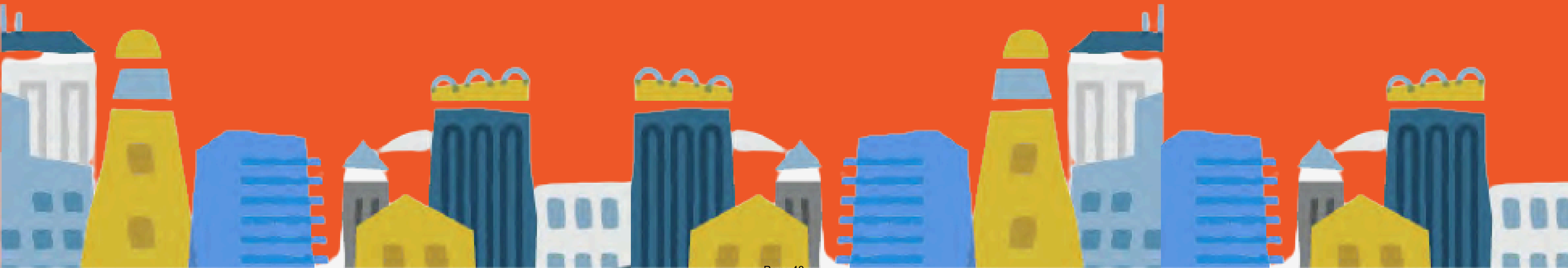
GROWING A SHARING ECONOMY



We've supported **7** repair meetup events.

4. BUILD BETTER BUILDINGS

- Portland adopted the state's first **Energy Stretch Code** improving the efficiency of new buildings by **30-35%**.
- Both cities have proactively adopted **development standards** to ensure that new development is efficient, connected, and resilient in the face of climate change.



ENERGY BENCHMARKING

Portland's **Energy Benchmarking Ordinance** requires bigger buildings in Portland report their energy and water usage each year and helps large building owners improve their energy efficiency.



5. NOURISH ECOSYSTEMS THAT NOURISH US



892 trees planted in Portland



Pesticide Ordinance & Landcare

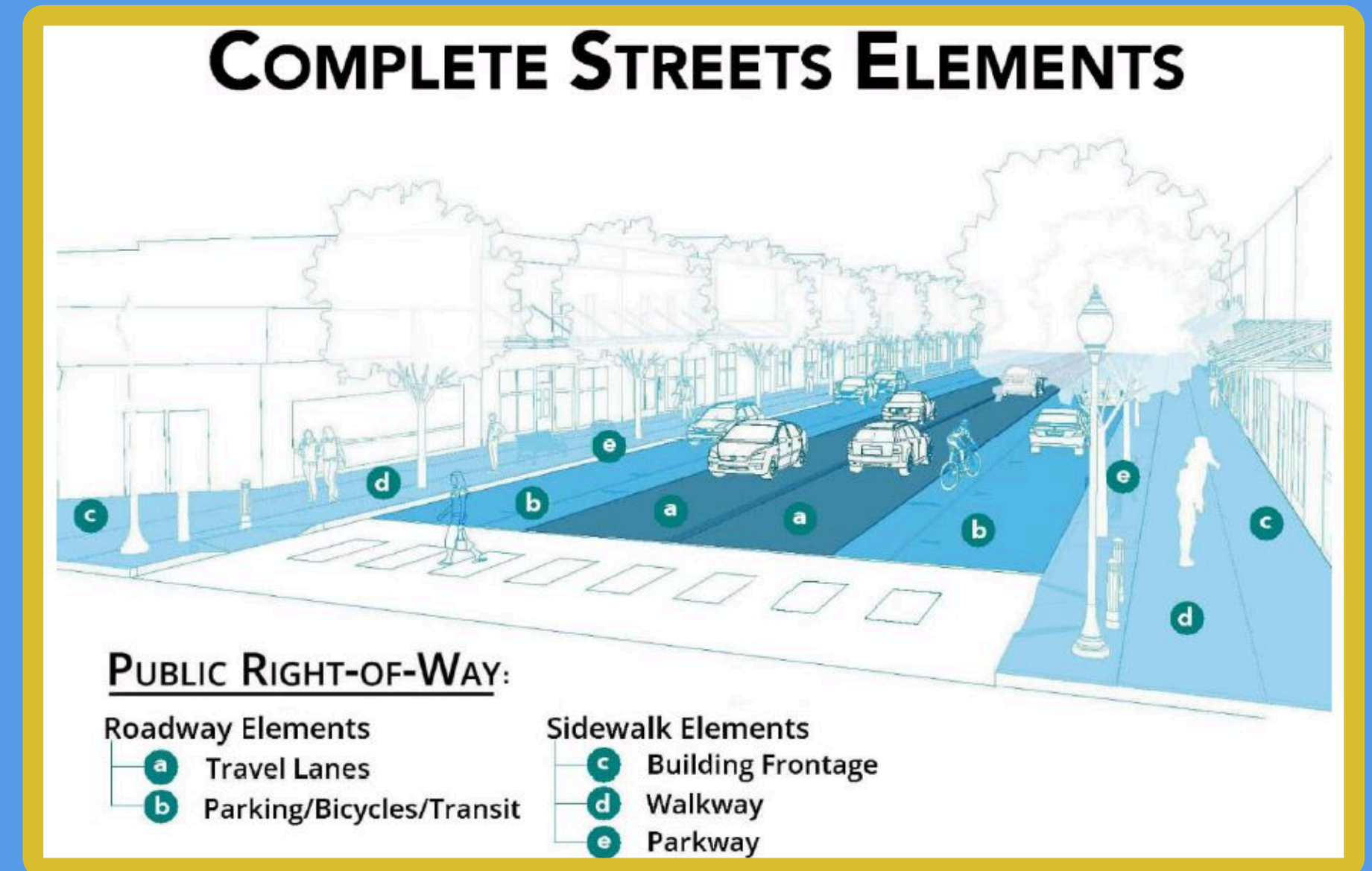


Native Planting Workshops & Seed Packets

6. CONNECT PEOPLE TO PLACES

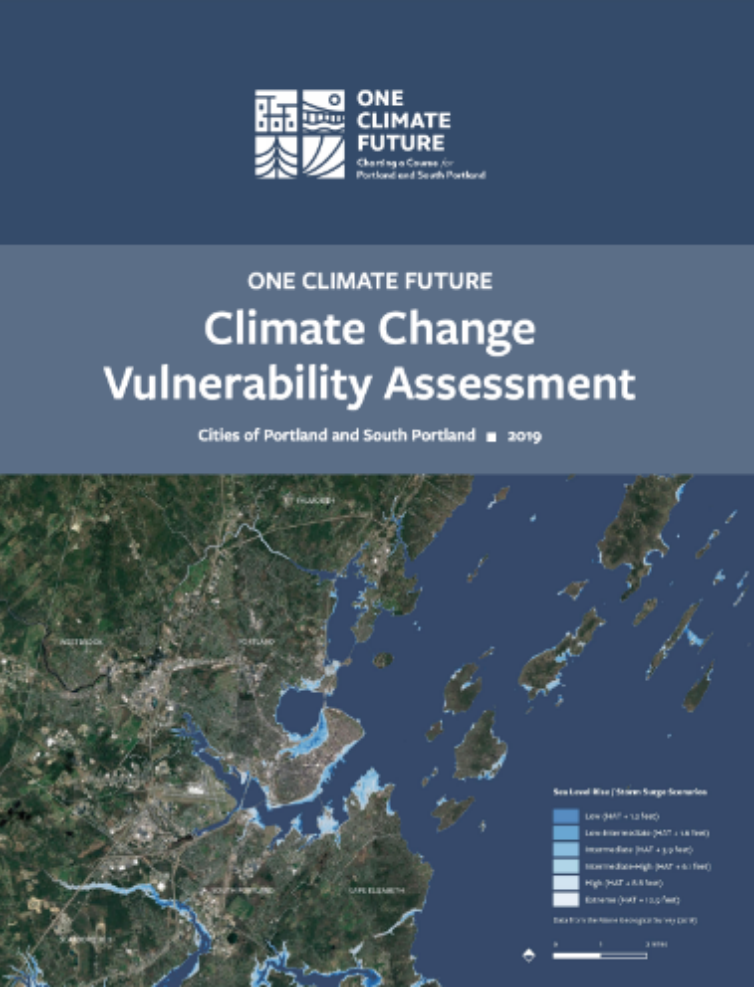


Portland adopted a new land use code, ReCode in December of 2024.

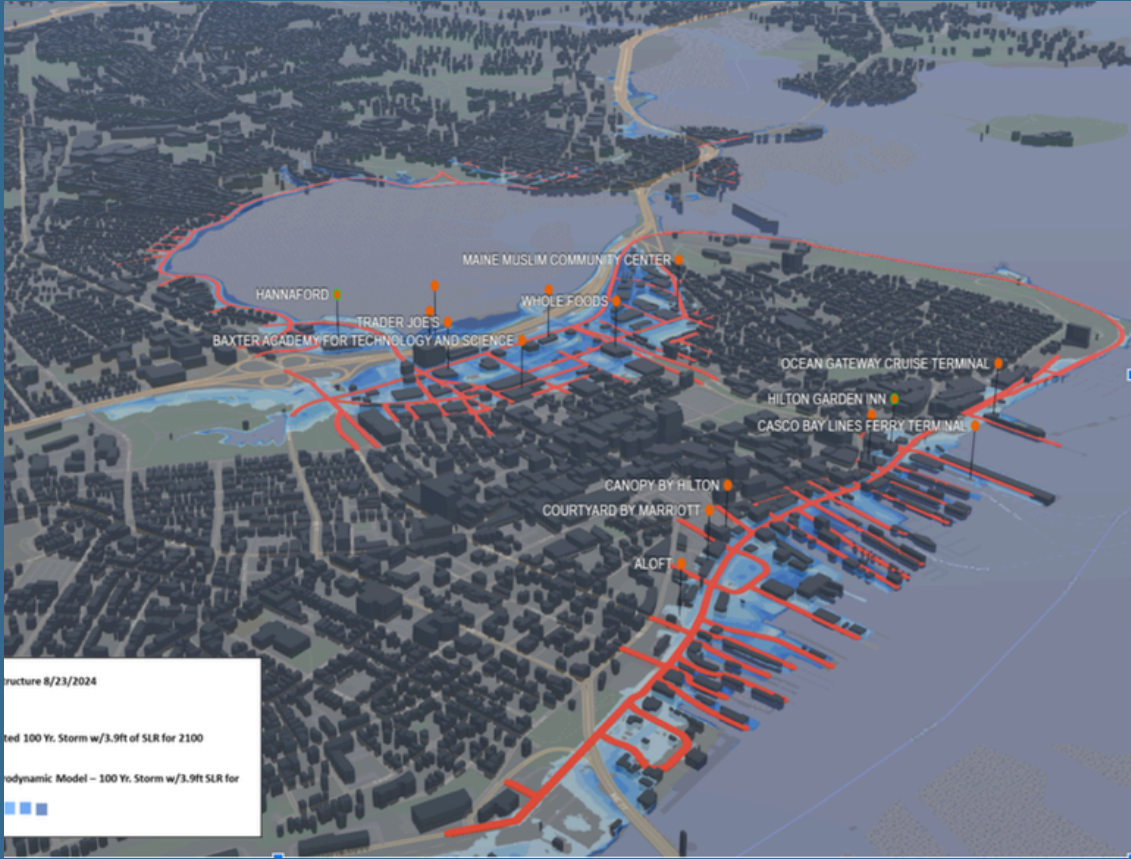


Portland is adding density, development on transit corridors, and improving walkability & bikeability.

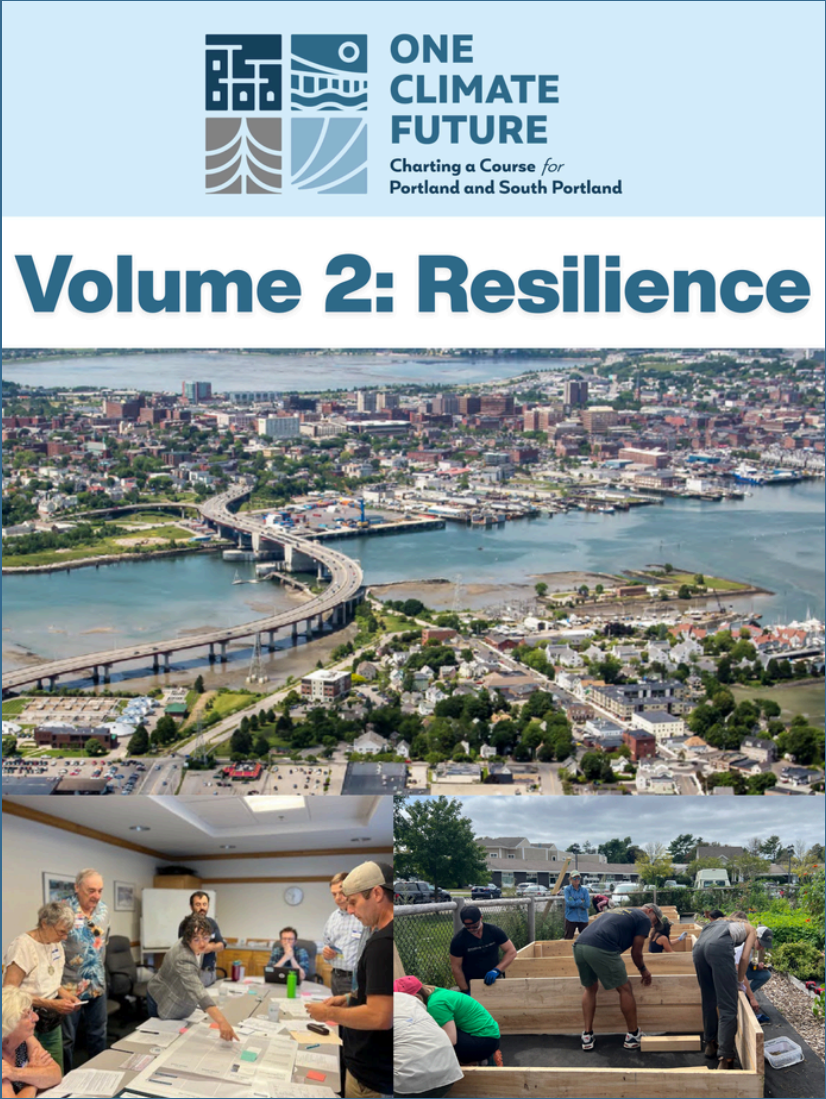
WHAT'S NEXT...



Updating our Climate Vulnerability Assessment



Comprehensive Mapping Tool of Critical Infrastructure



Focus on Resilience & Adaptation



@sustainableportlandme



www.oneclimatefuture.org/progress

City of
portland



**ONE
CLIMATE
FUTURE**

Charting a Course *for*
Portland and South Portland



Draft 2026 Work Plan for the Sustainability & Transportation Council Committee

The Portland City Council established its 2026 Common Goals (Attached) on January 26, 2026, formally communicating its policy priorities for the coming year and setting a foundation for the development of Council committees’ work plans.

The 2026 schedule currently includes nine (9) meetings for each committee, and the development of a single, original policy initiative typically takes two or three committee meetings. This includes conceptual discussion, review of a draft ordinance or other policy document, and a public hearing where the committee votes on whether or not to recommend that the City Council adopt the policy initiative. Based on those constraints, it is recommended that a committee work plan include no more than five (5) original policy initiatives to start.

In addition to the development and consideration of original policy initiatives, committee work will also include consideration of items referred to a committee by the Council or brought by staff, as well as hosting panels or presentations as needed.

**Sustainability & Transportation Committee
 2026 Work Plan**

Policy Initiative	Related Council Goal	Priority Ranking
1. Consider development of Vision Zero ordinance, focused on complete streets, pedestrian safety, walkability, and community engagement.	Reduce Pedestrian and Bicyclist Fatalities	TBD
2. Assess benefits and trade-offs of an intersection red light camera pilot program to improve safety, and consider developing a legislative proposal.	Reduce Pedestrian and Bicyclist Fatalities	TBD
3. Review and recommend to the City Council a final conceptual plan for the Reimagine Franklin Street project.	Reduce Pedestrian and Bicyclist Fatalities Accelerate Housing Production and Strengthen Affordability Protections Strengthen Economic Vitality and Support Local Businesses	TBD

4. Review and update the Green Building Code (Chapter 6).	Advance the Goals of One Climate Future	TBD
5. Review and update the Energy Benchmarking Ordinance (Chapter 6).	Advance the Goals of One Climate Future	TBD
6. Review and update the Landcare Ordinance (Chapter 34).	Advance the Goals of One Climate Future	TBD

Sustainability & Transportation Committee
2026 Calendar *(Dates and topics are subject to change)*

February 11:

-

March 11:

-

April 15:

-

May 13:

-

June 10:

-

July 15:

-

August: No meeting

September 9:

-

October 14:

-

November ?? (TBD)

-

December: No meeting



Portland Common Council Goals 2026 to Committee Workplans

Through the 2026 goal-setting process, the Portland City Council has identified six Common Council Goals that will guide the Council's collective work this year. These goals represent areas where councilors expressed shared commitment to advancing meaningful change. During the goal-setting workshops, councilors also identified concrete actions the Council could consider to translate these high-level goals into tangible policy work.

The attached chart demonstrates how these priority themes, specific goals, and proposed actions connect to create an integrated approach to Portland's most pressing challenges. As committees develop their detailed 2026 workplans, this framework provides a roadmap for ensuring individual committee work contributes to Council-wide progress. The specific actions identified by councilors serve as starting points for committee deliberations, with the understanding that committees may refine, prioritize, or sequence these actions based on capacity, timing, and emerging opportunities.

The 2026 Common Council Goals represent an ambitious agenda that seeks to make progress on Portland's most critical needs while building toward long-term community resilience. The connection between these goals and proposed committee actions provides a clear pathway from aspiration to implementation, ensuring that the Council's collective vision translates into meaningful policy change for Portland residents

2026 Common Council Goals Mapped to Council Committees with Potential Actions for Consideration in Committee Workplans

Theme	Description	Committee	Potential Action
Accelerate Housing Production and Strengthen Affordability Protections	Address Portland’s housing challenges by encouraging the development of more homes and protecting affordability, so current and future residents can live and thrive in our community.	Housing & Economic Development Committee	Consider adjustments to inclusionary zoning ordinance to promote housing production.
			Consider policy amendments to streamline building permit application review and approval.
			Review Social Housing Task Force recommendations and consider council action on next steps.
			Consider amendment to Duson Trust Fund ordinance to support housing assistance for residents (e.g., eviction prevention, security deposit assistance).
			Consider amendment to the rent control ordinance to strengthen enforcement.
Reduce Chronic Homelessness	Decrease the number of people experiencing chronic homelessness by advancing policy to enhance support systems and address the underlying causes that lead to housing instability in our community.	Health & Human Services & Public Safety Committee	Consider council action to support reduction in chronic homelessness by 50% (currently 120 people experiencing chronic homelessness) by end of 2026 (e.g., consideration on day shelter, adjustments to charitable food distribution license, regional and state partnerships).
			Review missions of city shelter facilities (i.e., Family Shelter, Warming Center).
			Consider amending the rate of exchange for the needle exchange program with a public health perspective.
Reduce Pedestrian and Bicyclist Fatalities	Create safer streets for all users by advancing policy to prevent traffic deaths and injuries while improving accessibility for pedestrians, cyclists, and transit users.	Sustainability & Transportation Committee	Support Vision Zero plan roll-out with council leadership.
			Express public support for Franklin Street Arterial plan and implementation.
			Consider development of Vision Zero ordinance, focused on complete streets, pedestrian safety, walkability, and community engagement.
			Develop legislative proposal for intersection camera pilot to improve safety to be introduced in the 2027 State Legislature session.
Support Affordability for All Residents Through New Revenue Policies and Targeted Tax Relief	Ease the tax burden for Portland residents by finding new ways to fund city services and providing direct tax relief to households who need it most.	Finance Committee	Consider a policy amendment to expand tax affordability programs such as Portland Senior Tax Equity Program (P-STEP).
			Consider a policy amendment to diversify city revenue streams to offset taxpayer burden (e.g, fiscal impact of cruise ships, Payment in Lieu of Taxes).
Advance the Goals of One Climate Future	Address climate change by cutting carbon emissions, expanding clean energy and energy-efficient buildings, supporting sustainable transportation, and preparing Portland for a resilient, low-carbon future.	Sustainability & Transportation Committee	Consider policy to further advance One Climate Future goals are met (e.g., environmental impacts of cruise ships, viability of solar on municipal buildings).
Strengthen Economic Vitality and Support Local Businesses	Foster a thriving local economy by increasing support for businesses and strengthening conditions that help Portland's business community grow.	Housing & Economic Development Committee	Explore ordinance regulating parking lot advertising and pricing disclosure requirements.
			Close out council action on Live Nation venue proposal.
			Consider policy to enhance public support for the arts.