BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 2026-063

Adopting the Multnomah County Fleet Decarbonization Strategy.

The Multnomah County Board of Commissioners Finds:

A. The scientific consensus is clear that the extraction and combustion of fossil fuels are primarily responsible for the warming that is accelerating global climate change.

B. Globally, the past 11 years have been the 11 warmest on record, and 2025 was one of the three hottest years ever reported.

C. Changes in Oregon's climate are already being felt. According to the Fifth National Climate Assessment annual average air temperatures in Oregon have increased by 2.5 degrees Fahrenheit since 1900, and 2025 was the third hottest year on record in Oregon.

D. The Oregon Climate Change Research Institute (OCCRI) has found that climate change poses a significant threat to Oregon's forestry, fisheries, water supplies and coastal resources, with impacts that are likely to include winter flooding, summer droughts, loss of shoreline, forest fires, worsening air quality, diminished fish and wildlife habitat, retreating glaciers, decreased snowpack, and increased disease vectors and invasive species.

E. The climate future in Multnomah County is expected to be characterized by hotter, drier summers with more high-heat days, and warmer winters with more intense rain events. According to OCCRI, without considerable reductions in greenhouse gas emissions, annual temperature in Oregon is projected to increase by at least 5°F by 2074 and 7.6°F by 2100, with the greatest seasonal increases in summer.

F. The majority of community wide greenhouse gas emissions in Multnomah County, roughly 40% of scope 1 and 2 emissions, are attributed to the transportation sector; and the large majority of transportation emissions are from cars, trucks that burn gasoline or diesel.

G. The majority of human caused harmful air pollution in Multnomah County is attributed to on-road vehicles that burn gasoline or diesel.

H. The entire community is being impacted by climate change and air pollution, but communities that already face existing socioeconomic and health inequities are the most severely impacted by these risks, including children, older adults, people of color, and people in poverty.

I. In Resolution 2008-004, the Multnomah County Board committed to achieving industry leading energy efficiency and environmental standards for all major construction and renovation projects, and maintaining existing buildings to similar standards. This policy, along with other efforts, has resulted in County facilities that are overall 26% more efficient in 2026 compared to a 2007 baseline.

J. In Resolution 2015-076 the Multnomah County Board committed a suite of carbon reduction and climate preparation actions in the Joint Multnomah County and City of Portland 2015 Climate Action Plan, and as of 2023 community-wide carbon emissions are 25.8% below 1990 levels.

K. Resolution 2017-046 further established a goal of powering our community with 100 percent renewable energy by 2050. The goal of meeting all Multnomah County enterprise electricity demand with 100% clean electricity by 2018 has been met.

L. The Climate Justice Plan Clean Energy Strategy 1 focuses on decarbonizing Multnomah County operations.

M. In 2021, the Board adopted Resolution number 2021-021, updated the support of the Department of County Assets and the Office of Sustainability to develop and implement an electric vehicle strategy for all County sites. By the end of 2026, the County will have 53 electric vehicle chargers at County facilities, and 10 electric vehicles in its fleet.

N. The FY 2027 budget included funding to build out fleet electric vehicle charging at the Juvenile Justice Center and a budget note for an EV first administrative procedure.

O. According to the County's FY 2025 Resource Conservation Report, scope 1 and 2 carbon emissions from County operations have decreased by 68% from the FY 2007 baseline year. The majority of emissions reductions were achieved through the purchase of renewable electricity. The largest remaining source of emissions is the combustion of fossil gas at County facilities. The second largest remaining source of emissions is the use of transportation fuels.

P. To meet the scientifically agreed upon targets for carbon reduction the County must eliminate remaining carbon emissions by 2050, which requires actions today to avoid long-term County investments in fossil fuel infrastructure and capital assets that rely on fossil fuels.

Q. County investments in fossil fuel capital assets, including internal combustion engines, are not consistent with the County's climate goals.

The Multnomah County Board of Commissioners Resolves:

1. To adopt the Multnomah County Fleet Decarbonization Strategy; and

2. To support the creation of a BEV Task Force to establish decarbonization targets upon completing the necessary analysis, and evaluate and implement recommendations in the strategy; and

3. To support the Department of County Assets and the Office of Sustainability to report to the Board of County Commissioners annually on progress toward achieving these goals.

ADOPTED this 29th day of October, 2026.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jessica Vega Pederson

Jessica Vega Pederson, Chair

REVIEWED:
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FOR MULTNOMAH COUNTY, OREGON

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