

# Memo



Date: February 23, 2024  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: John Mermin, Senior Transportation Planner  
Subject: Administrative amendment to the 2023-24 Unified Planning Work Program (UPWP)

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## **Background**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narrative for the Regional EPA Climate Pollution Reduction planning grant (CPRG) that Metro was awarded in the 2023-24 fiscal year (FY). The narrative describes planning work beginning in FY 2023-24. The project will continue into FY 2024-25 and a narrative for is included in the draft FY2024-25 UPWP.

## **Next Steps**

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you have any questions about this amendment.

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## Regional EPA Climate Pollution Reduction Grant

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**Staff Contact:** Eliot Rose, [eliot.rose@oregonmetro.gov](mailto:eliot.rose@oregonmetro.gov)

### Description

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Metro is leading an EPA Climate Pollution Reduction planning grant (CPRG) for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro will inventory and forecast regional greenhouse gas (GHG) emissions; identify projects that reduce these emissions, and analyze the GHG reductions, implementation readiness, and other co-benefits of these projects. In addition to reducing emissions and aligning with the authority of agency partners within the region, the plans created under the CPRG grant are expected to prioritize actions that advance equity and workforce development. Planning grant funds will support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work will take place over the course of three deliverables:

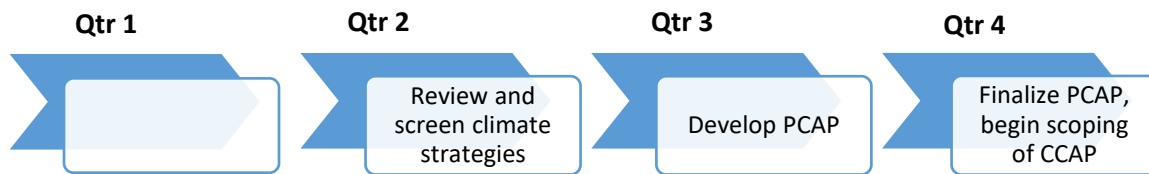
- A Priority Climate Action Plan (PCAP), due in March 2024, that is focused on identifying high-impact climate actions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Climate Action Plan (CCAP), due late summer 2025, that accounts for all major GHG emissions in the region and recommends a broader and potentially longer-term set of greenhouse gas actions.
- A status report, due late summer 2027, that provides an update on the implementation actions and identifies any changes to the actions or results of the PCAP and CCAP.

The first two deliverables are designed to identify projects that are eligible for state and federal funding sources that are focused on reducing climate emissions. These sources include \$4.3 billion in competitive CPRG implementation grants from EPA that are focused on funding actions identified in state and regional PCAPs, as well as other climate-related funding streams created by the Bipartisan Infrastructure Law and Inflation Reduction Act.

During FY 2023-24, Metro was awarded the CPRG grant in the amount of \$1,000,000. Initial work includes entering into an agreement with EPA and a contract with a consultant to support this work. Metro is completing the PCAP, the first major deliverable in the plan, and supporting partner agencies in applying for implementation grants.

During FY 2024-25, Metro will complete the majority of work to develop the CCAP, including completing a regional GHG inventory, identifying GHG reduction actions, and identifying tools and data needed to analyze the GHG reductions and other co-benefits of each action. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

## Key Project Deliverables / Milestones for FY 2023-24



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## FY 2023-24 Cost and Funding Sources

*Due to the timing of when this EPA award was received, it was not included in the FY24 Metro agency budget. The below figures represent Metro's forecast of FY24 expenses.*

### Requirements:

Personnel Services	\$ 64,987
Materials & Services	\$ 232,580 <sup>1 2</sup>
Indirect Costs	\$ 26,580

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**TOTAL \$ 324,147**

### Resources:

CPRG (EPA Grant)	\$ 324,147
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**TOTAL \$ 324,147**

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<sup>1</sup> The forecasted amount for Materials & Services includes potential costs for consultant activities.

<sup>2</sup> As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.