Agenda

Meeting: Portland-Vancouver Metro Area Climate Pollution Reduction Grant (CPRG) Climate Partners' Forum: meeting 2

Date: November 21, 2023

Time: 3:00-5:00 pm

Place: Zoom

        https://us02web.zoom.us/j/83559308347?pwd=VzNHOFA4SUlxS090YW5rMWl4b3hVZz09

Purpose: Present draft approach and findings from the initial screening of potential Preliminary Climate Action Plan (PCAP) actions for discussion and feedback.

3:00 – Welcome, Meeting Purpose and Project Overview
(Eliot Rose, Adrienne DeDona; 15 min)

3:15 – Climate Partners' Forum Survey Results
(André Lightsey-Walker; 15 min)

3:30 – Review Draft PCAP Screening Approach and Findings
(Josh Proudfoot, Tracy Lunsford; 45 min)

5 min break

4:20 – Group Discussion
(Adrienne DeDona, all; 30 min)

4:50 – Adjourn and Next Steps
(Eliot Rose, 10 min)

To be added following the meeting:
- Presentation slides
- Discussion notes
- Detailed screening results and request for feedback

EPA Climate Pollution Reduction Grant (CPRG)

Climate Partners' Forum

November 21, 2023

Agenda

3:00 pm	**Welcome, Meeting Purpose and Project Overview**
3:15 pm	**Climate Partners' Forum Survey Results**
3:30 pm	**Review Draft PCAP Screening Approach and Findings**
4:00 pm	*Break*
4:20 pm	**Group Discussion**
4:50 pm	**Adjourn and Next Steps**

Climate Partners

City of Beaverton

Clackamas County

Clark County

Clark County DPH

Columbia County

City of Gresham

City of Hillsboro

City of Lake Oswego

City of Milwaukie

Multnomah County

ODOT

Oregon DEQ

Oregon DOE

Port of Columbia County

Port of Vancouver

Portland (BPS, PWB, PBOT, BES)

Portland Public Schools

SW Washington Regional Transportation Council

Skamania County

SW Clean Air

Tualatin Hills Parks & Recreation District

City of Tigard

TriMet

City of Tualatin

City of Vancouver

Washington County

Meeting Purpose

- Review high level survey results following last climate partner meeting

- Present the methodology and analysis of the inventory of regional climate plans and GHG reduction initiatives

- Identify gaps and opportunities for implementation

- Discuss next steps

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Grants Overview

Eliot Rose, Metro (10 min)

What are the CPRG planning grants?

The CPRG grants are non-competitive, 4-year planning grants that fund states and metropolitan areas* to create plans and identify strategies that:

- Significantly reduce greenhouse gases (GHGs) and offer other co-benefits
- Can be readily implemented by agency partners
- Are aligned with federal and state climate funding sources

The Portland-Vancouver metropolitan statistical area (MSA) includes Clackamas, Clark, Columbia, Multnomah, Skamania, Washington and Yamhill counties.

CPRG planning grant boundaries
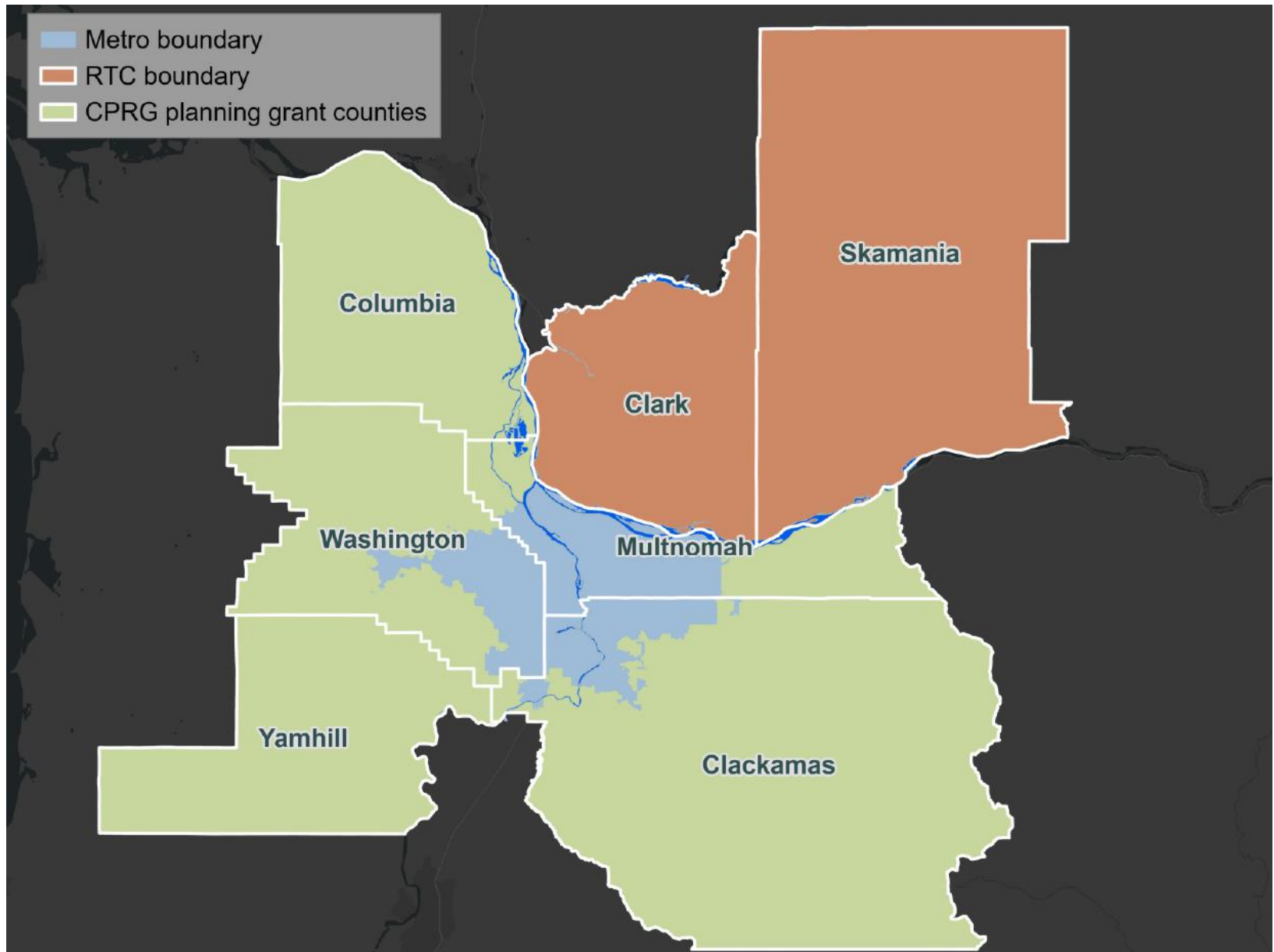
Source: County of Clark, WA, Oregon Metro, Oregon State Parks, WA State Parks GIS, ESRI, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS
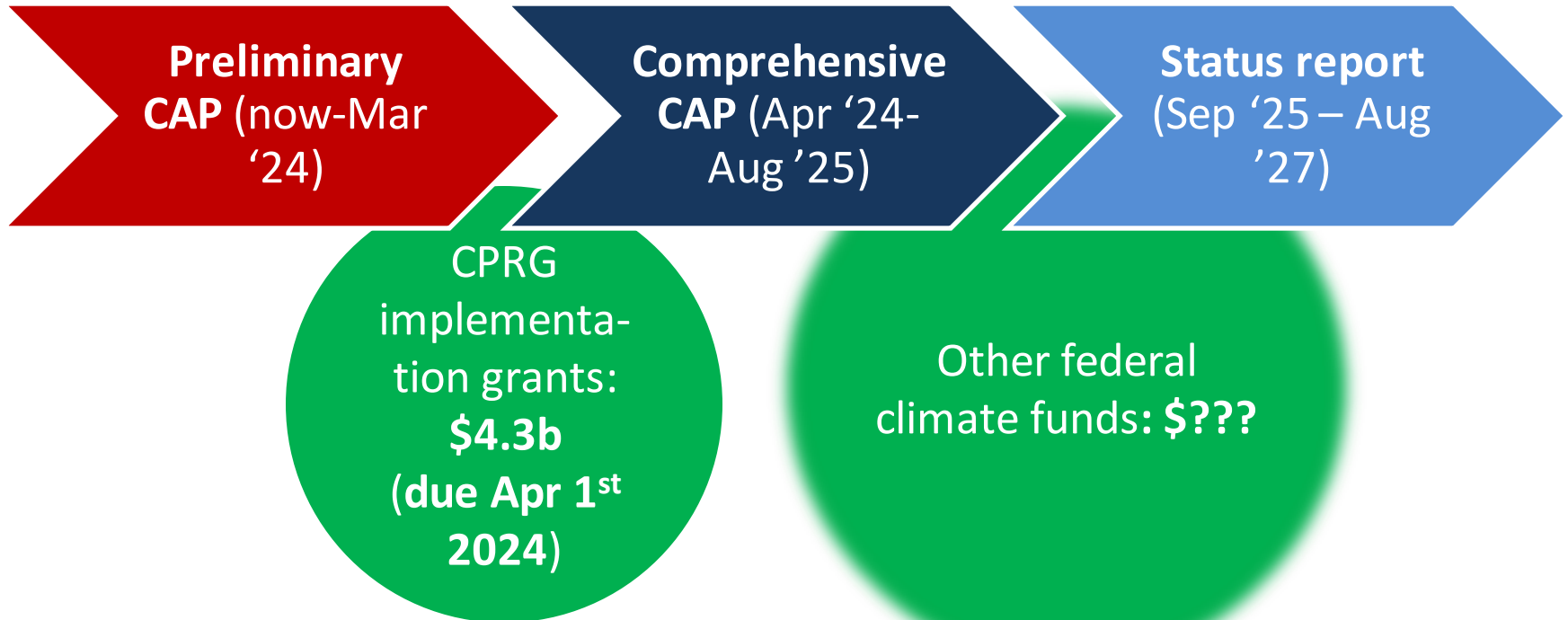
What is the Climate Partners' Forum?

The Climate Partners' Forum is a group of self-nominated technical staff from agencies in the MSA who help to steer the CPRG planning grant.
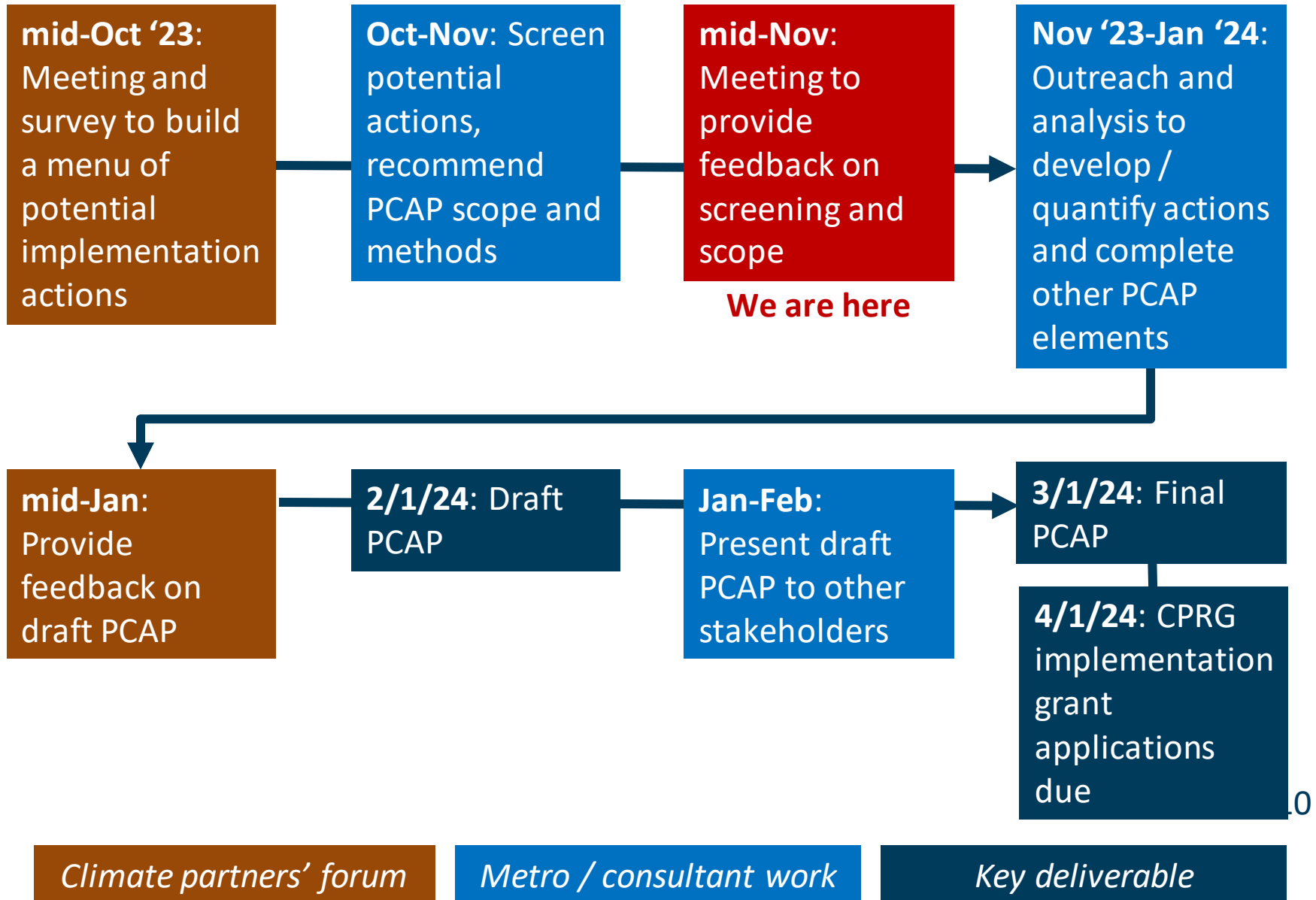
- CPRG members review deliverables and provide feedback at key points in the process.
- Membership is fluid; agencies may join or leave the forum at any time.
- We ask that agencies designate a lead person to provide feedback during meetings, respond to surveys, and provide feedback on written deliverables.
- Multiple people from a given agency are welcome to listen in at forum meetings.

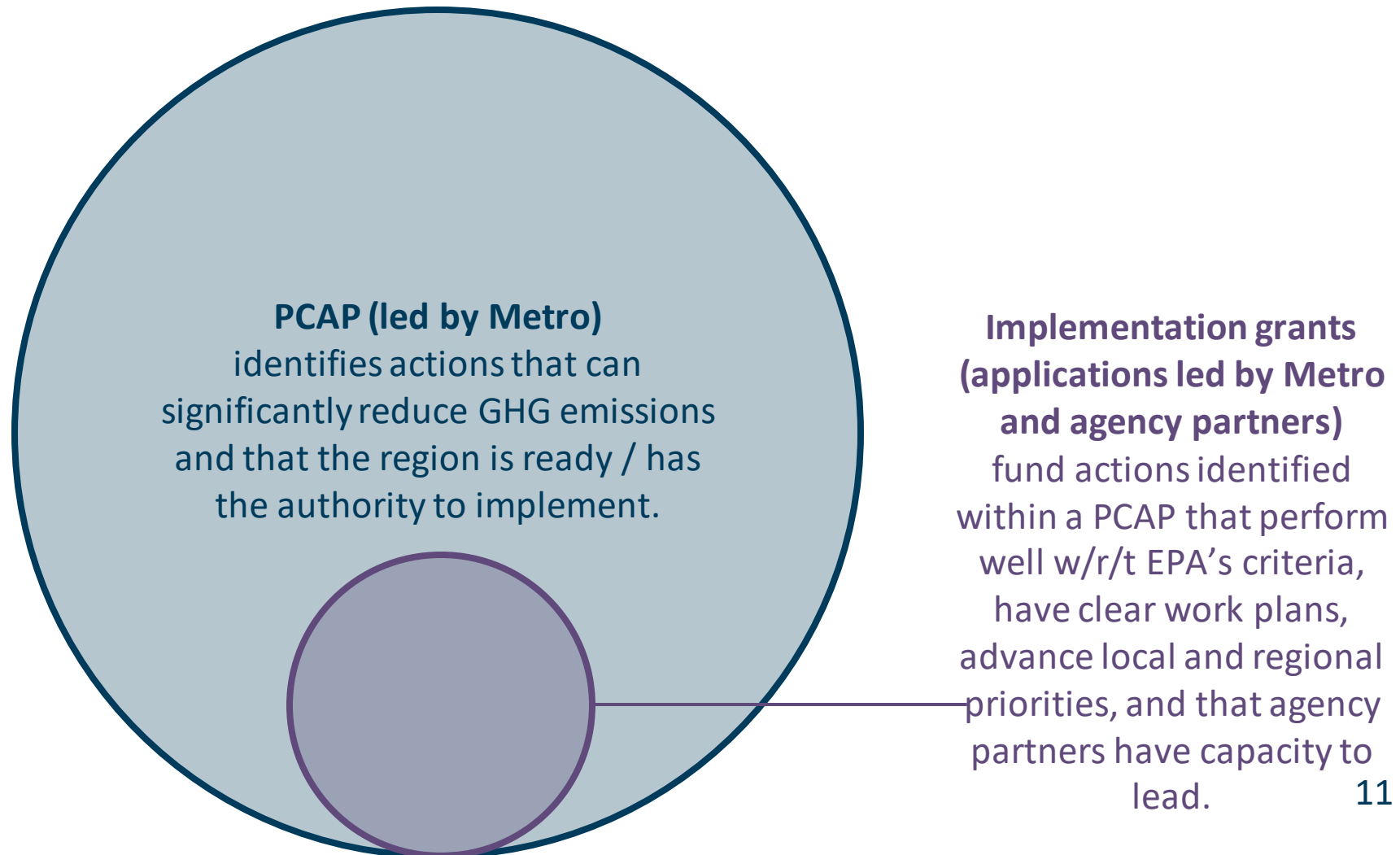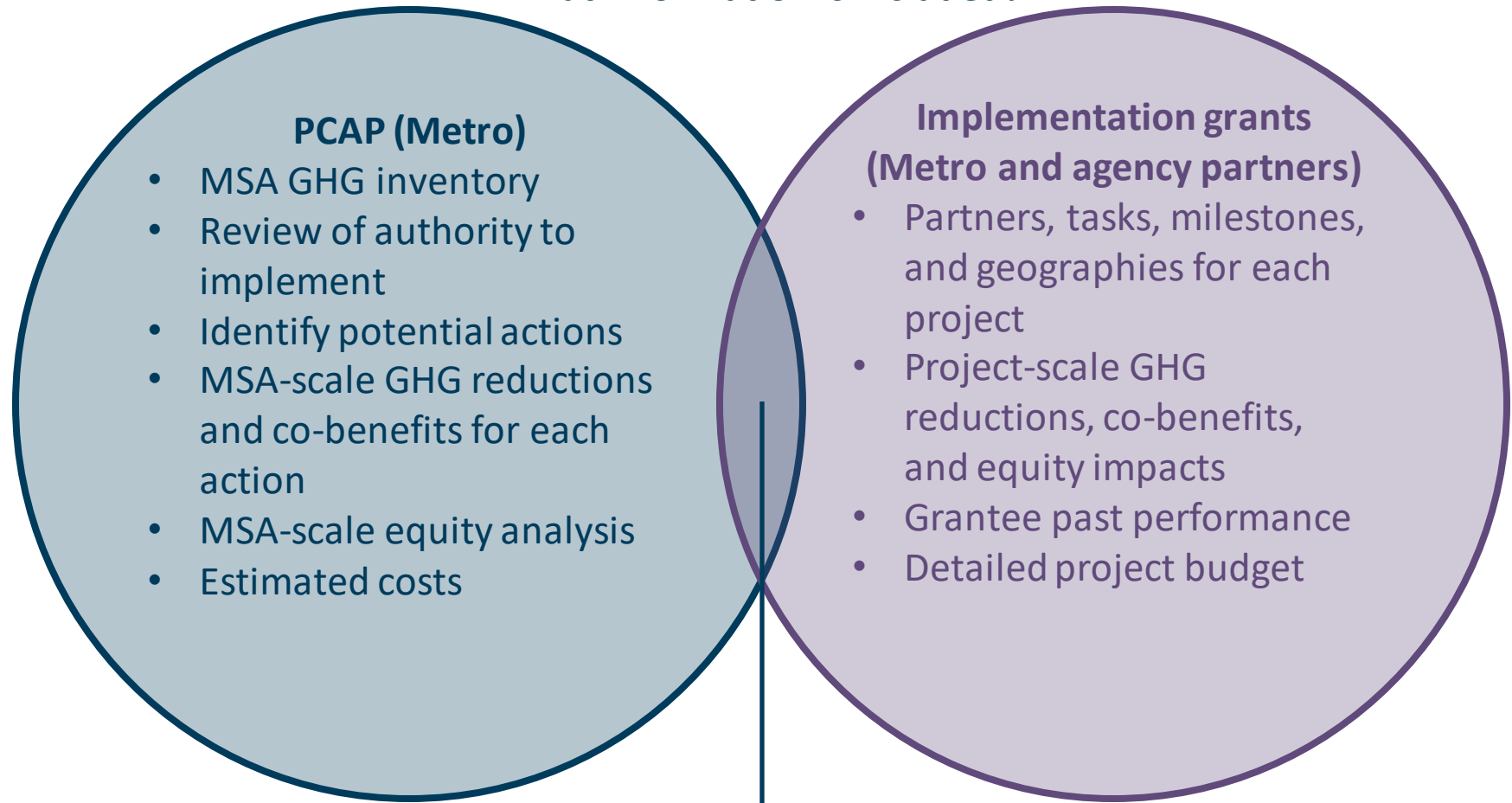# CPRG planning grants: 4-year timeline

We are here

Preliminary CAP (now-Mar '24)

Comprehensive CAP (Apr '24-Aug '25)

Status report (Sep '25 – Aug '27)

CPRG implementation grants: **$4.3b** (**due Apr 1st 2024**)

Other federal climate funds: **$???**

PCAP: 5-month timeline

mid-Oct '23: Meeting and survey to build a menu of potential implementation actions

Oct-Nov: Screen potential actions, recommend PCAP scope and methods

mid-Nov: Meeting to provide feedback on screening and scope

We are here

Nov '23-Jan '24: Outreach and analysis to develop / quantify actions and complete other PCAP elements

mid-Jan: Provide feedback on draft PCAP

2/1/24: Draft PCAP

Jan-Feb: Present draft PCAP to other stakeholders

3/1/24: Final PCAP

4/1/24: CPRG implementation grant applications due

Climate partners' forum

Metro / consultant work

Key deliverable

The PCAP and CPRG implementation grants are related, but distinct

What actions are covered?

PCAP (led by Metro) identifies actions that can significantly reduce GHG emissions and that the region is ready / has the authority to implement.

Implementation grants (applications led by Metro and agency partners) fund actions identified within a PCAP that perform well w/r/t EPA's criteria, have clear work plans, advance local and regional priorities, and that agency partners have capacity to lead.

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The PCAP and CPRG implementation grants are related, but distinct

What information is included?

PCAP (Metro)
- MSA GHG inventory
- Review of authority to implement
- Identify potential actions
- MSA-scale GHG reductions and co-benefits for each action
- MSA-scale equity analysis
- Estimated costs

Implementation grants (Metro and agency partners)
- Partners, tasks, milestones, and geographies for each project
- Project-scale GHG reductions, co-benefits, and equity impacts
- Grantee past performance
- Detailed project budget

The PCAP includes MSA-scale analysis of many key elements of the implementation grants. Applicants will need to provide details about project partners, work plans, and budgets, and refine the PCAP analyses to reflect these details.

Roles and responsibilities

The PCAP (led by Metro) will…	Implementation grant applicants (led by Metro and agency parnters) will…
Identify a group of actions that best meet EPA's key criteria	Seek funding for one or more of the actions included
Focus on analyzing readiness, GHG reductions, and co-benefits	Provide other required information, including cost and past performance
Analyze the benefits of actions as if they were implemented MSA-wide	Identify specific communities where actions will be implemented (and form partnerships to reach these communities)
Highlight actions that align with documented community priorities	Identify specific low income and disadvantaged communities that benefit
Elevate actions that are implementation-ready	Help us understand which actions are implementation-ready
Identify which strategies best reduce GHG emissions.	**Describe how to best implement these strategies.**

Actions that don't end up in the PCAP still may end up in the CCAP

CCAP
Comprehensive climate action plan that includes all GHG reduction strategies (not shovel-ready ones)

PCAP

CPRG implementation grants

Other state / federal climate funding programs
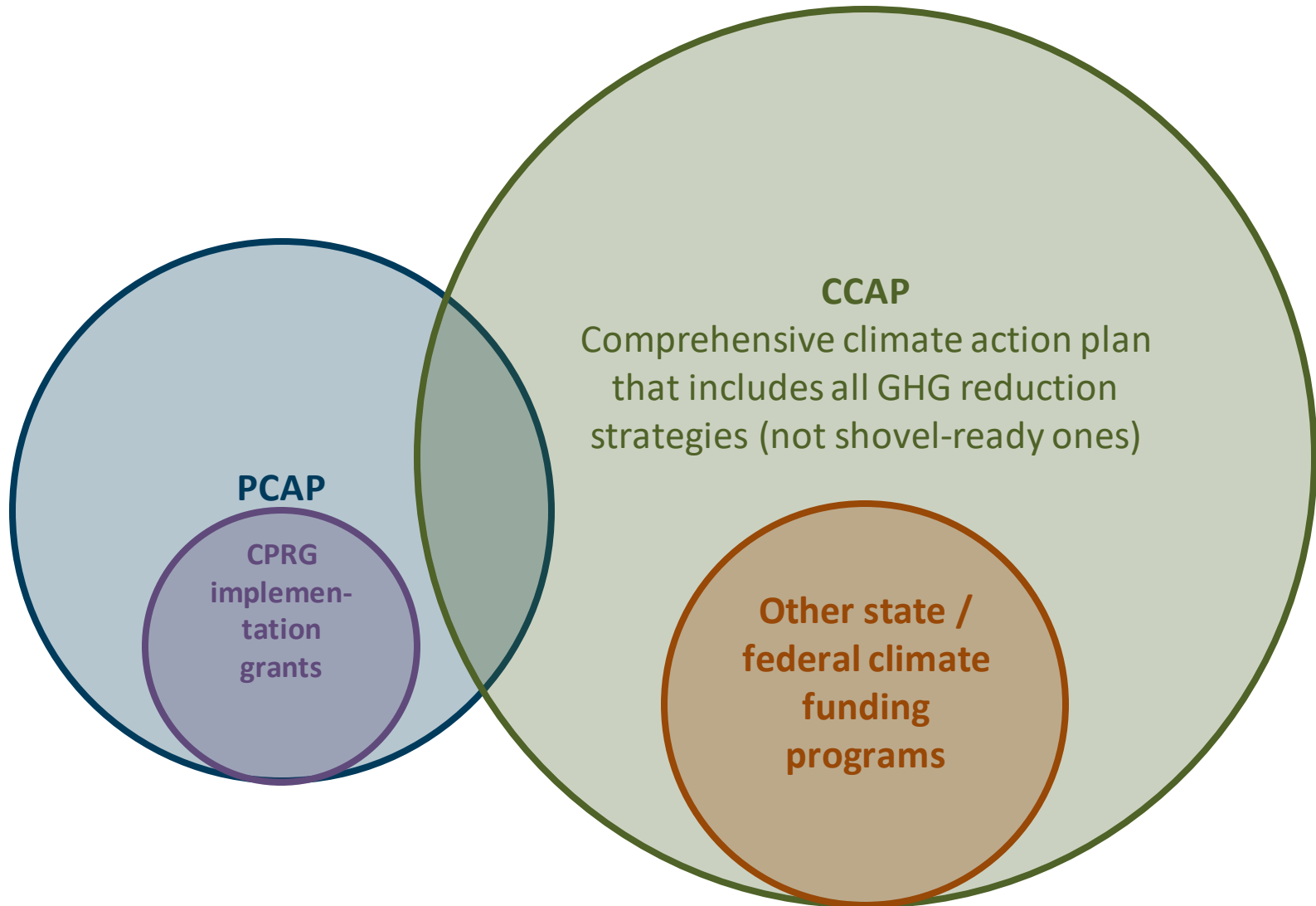
What you'll hear today

- Summary of the information that informed the screening analysis (existing CAPs, surveys, etc.)
- Definitions for screening criteria
- Recommendations about what sectors / types of actions the region can focus on in order to most effectively reduce GHG emissions in the near term
- Next steps for PCAP analysis / engagement

We are not making specific recommendations about which actions should be prioritized for the PCAP. We will provide detailed results of the screening analysis, along with an opportunity for partners to provide feedback on these results, following the meeting.

We need your feedback

- What questions or feedback to you have about the criteria that were used to screen potential PCAP actions?
- Is the screening analysis highlighting actions that you feel are implementation-ready and can provide significant GHG reductions?
- How can the PCAP team and potential implementation grant applicants best support each other during the next phase of this work?

Climate Partners' Forum Survey Results

André Lightsey-Walker, Metro (15 min)

19
responses

Survey Overview

12 questions

Assessed a range of topics with the goal of assessing regional readiness for implementation

Mostly larger jurisdictions

Only four respondents represent jurisdictions with fewer than 100,000 population

Diverse approaches to climate work

Climate work is dispersed across a wide range of departments/divisions/roles

Community Partnerships

Over 40 unique organizations were listed including CBOs, community advisory boards, and sustainability non-profits.

Energy Trust of Oregon and Ride Connection were the only two with recurring mentions

Federal & State Programs

Over 25 different federal and state programs were listed and they covered multiple sectors/areas of GHG emissions:

- State climate mandates for local/regional governments
- State-led climate initiatives
- GHG reduction targets

Q9/10/11 Results

Legend: ■ Strongly Disagree / Disagree ■ Neutral ■ Strongly Agree / Agree

Q9: My agency has the staff capacity to lead and complete development of a PCAP implementation grant application by April 1, 2024 — 25% / 25% / 50%

Q10: My agency has conducted a thorough analysis of the cost and impact of different GHG reduction strategies that we could draw on when applying for a CPRG implementation grant — 25% / 31% / 44%

Q11: My board/leadership would approve an application for an implementation grant to reduce GHG emissions — 38% / 62%

100% No agency selected "disagree or strongly disagree" for question 11. Organizational capacity and groundwork/analysis are bigger barriers to application than political support.

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Four agencies responded "Agree" or "Strongly Agree" to all three questions. These are agencies that feel they already have the capacity, groundwork completed, and political support for an application.

7 Seven agencies responded "Agree" or "Strongly Agree" to exactly two questions. These agencies have either the groundwork or the capacity to submit an application.

Key Takeaways

- Capacity and groundwork are bigger challenges than political support
- This survey is biased towards bigger agencies with more capacity (including the ability to fill it out) EPA wants to be broadly inclusive
- Partners see many climate-related needs and opportunities, and have limited capacity to address them

DRAFT PCAP Screening Approach and Findings

Josh Proudfoot and Tracy Lunsford, Parametrix (45 min)

Draft PCAP Action Screening Approach

Reviewed actions in existing plans

Compiled Actions Matrix

Grouped actions

Conducted initial screening

Initial screening criteria

- Readiness: is information available?

- GHG reductions: likelihood of significant GHG reductions within 5 years

- Local agency authority: authority, resources and experience to lead implementation

- Scalability: can it benefit multiple agencies or communities within the MSA?

- Co-Benefits: especially with respect to equity

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Support EV transition through charging infrastructure

Category Examples of actions	Screening Opportunities	Screening Barriers
1. Support EV transition through charging infrastructure		
• Implement/incentivize charging in existing multifamily residential developments • Implement/incentivize charging in destination locations (Level 3) • Incentivize workday charging in publicly available locations • Implement code to mandate charging at all dwellings	**Readiness**: Quantifiable, some modeling performed **Co-Benefits**: Meets charging needs in a type of housing where low-income people commonly live	**Scalability**: It is technically challenging to retrofit buildings for charging **Local Authority**: Some actions require coordination with State agencies, utilities, and/or property owners

Fuel switching for agency operation use

Category Examples of actions	Screening Opportunities	Screening Barriers
2. Fuel switching for agency operational use		
• EV fleet purchases and charging infrastructure • EV school and transit bus purchases with charging infrastructure • Bulk procurement of renewable diesel for public fleets with potential to partner with private fleets	**Co-Benefits**: air quality improvements, especially for school and transit buses **Local Authority**: within local control	**Readiness**: Quantifiable, some modeling performed **GHG reductions**: might take more than 5 years to show significant reductions **Scalability**: charging infrastructure could be difficult to scale

Make transit convenient, frequent, accessible and affordable

Category Examples of actions	Screening Opportunities	Screening Barriers
3. Make transit convenient, frequent, accessible, and affordable		
• Expand the public transit system to better serve communities that currently have limited service • Redesign roads and use transit signal priority to reduce delays for transit • Use shuttles, microtransit, and similar serves to provide first/last mile connections • Increase service to workplaces	**GHG Reductions:** Identified as a high-impact strategy in regional climate plans **Readiness:** Quantifiable, modeling performed, **Local Authority:** Agency partners have a track record of successful implementation **Scalability:** many actions can increase ridership without requiring a long-term operational investment	**Scalability:** CPRG implementation grants cannot fund ongoing operation of new transit service

Make biking, walking and active transportation safe and convenient

Category Examples of actions	Screening Opportunities	Screening Barriers
4. Make biking, walking and active transportation safe and convenient		
• Access to transit (first and last mile connections to transit service) • Complete key gaps in the regional active transportation network • Safe routes to school • Transportation demand management	**GHG Reductions:** Identified as a medium-impact strategy in regional climate plans **Co-benefits:** High priority for residents of marginalized communities and families, health/pollution co-benefits **Local Authority:** within local control, agency partners have a track record of successful implementation	**Scalability:** Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions.

Use technology to actively manage the transportation system

Category Examples of actions	Screening Opportunities	Screening Barriers
5. Use technology to actively manage the transportation system		
• Intelligent traffic systems • Real-time traffic management • Pricing strategies (tolling, per-mile fees, parking pricing)	**Readiness**: Quantifiable, modeling performed **Local Authority**: most strategies are within local control, agency partners have a track record of successful implementation **GHG Reductions**: identified as a medium-impact strategy in regional climate plans; low-cost actions can have significant results **Scalability**: significant planning already underway; parking pricing implements new Oregon climate-friendly planning requirements	**Scalability**: Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions. **Local Authority**: tolling and per-mile pricing would likely need to be led by the State

Improve building energy efficiency

Category Examples of actions	Screening Opportunities	Screening Barriers
6. Improve building energy efficiency in residential single family and multi-family dwellings		
• Support weatherization and efficiency upgrades in new and existing buildings • Incentivize ductless heat pump upgrades • Incentivize wood stove replacements	**Readiness:** quantifiable, some modeling **Local Authority:** within local control, agency partners have a track record of successful implementation **Co-Benefits:** Can produce significant equity benefits if administered if improvements are focused on affordable housing	**Scalability:** Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions. **Local Authority:** May require coordination with the state, which has authority over energy efficiency requirements in new buildings

Support community-wide adoption of renewable electricity

Category Examples of actions	Screening Opportunities	Screening Barriers
7. Support community-wide adoption of renewable electricity		
• Community-wide shift to using renewable electricity (automatic subscription with opt out)	**Readiness:** quantifiable, some modeling **GHG reductions:** Single action produces significant benefits.	**Scalability:** There may not be enough renewable generation capacity to meet demand in many communities **Local Authority:** requires collaboration with utilities to ensure demand for renewable electricity will be met.

Expand food waste reduction

Category Examples of actions	Screening Opportunities	Screening Barriers
8. Expand food waste reduction		
• Expand food recovery and distribution programs • Expand food waste reduction education programs	**Readiness**: quantifiable, some modeling **Local Authority**: within local control, expands existing regional programs **Co-Benefits**: Opportunity to direct usable surplus to those in need	**Scalability**: Limited detail in regional plans

Expansion of anaerobic digestion and composting

| Category Examples of actions	Screening Opportunities	Screening Barriers
9. Expansion of anaerobic digestion and composting		
• Expand anaerobic digestion capacity by investing in new facilities and/or better coordinating the use of existing facilities • Expand the availability of compost collection throughout the metro area	**Readiness:** quantifiable, expansion of existing capacity is achievable in short term **Scalability:** leverages existing programs and regional capacity	**Local Authority:** within local control, requires additional resources and collaboration at the local level

Group Check In (AFTER BREAK)

Do you have any feedback on the screening criteria or how we applied them?

Do you agree that the categories of actions described in the handout are the right areas of focus for the PCAP?

Break – 5 minutes

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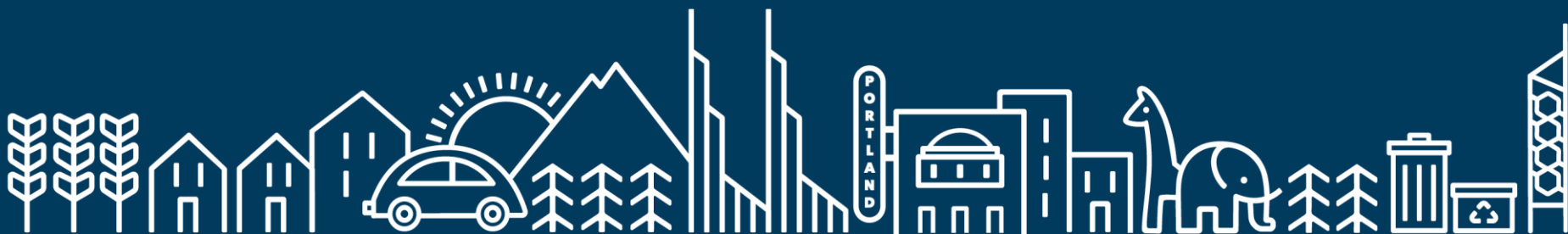
Group Check In:

Do you have any feedback on the screening criteria or how we applied them?

Group Check In:

Do you agree that the categories of actions described in the handout are the right areas of focus for the PCAP?

Next Steps

Eliot Rose, Metro and Jessica Pickul, JLA (10 min)

It's not too late to give us feedback.

We will follow up with a survey to get your feedback on:

Who should we engage with?

What should we ask them?

What additional data exists?

Are you interested in leading or participating in an application?

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Are there any significant gaps in the action groupings?

PCAP Engagement Approach

We need to pull in non-agency partners into the conversation.

Goal of engagement during the PCAP:
- Identify and engage partners and non-agency project partners in this process
- Discuss their priorities for relevant actions

Who we're engaging depends on the actions.
We plan to meet with community orgs focused on climate work and clean air, home builders, and more.

Next steps

- Week of 11/27: Team sends out detailed screening results for review and feedback
- 12/1: Draft Oregon state PCAP available for review
- 12/11: Oregon Global Warming Commission discusses draft Oregon PCAP
- December: Metro CPRG updates at transportation and land use technical committees
- TBD: Draft Washington state PCAP available for review

Reach out if you have questions! eliot.rose@oregonmetro.gov

eliot.rose@oregonmetro.gov
oregonmetro.gov

What we've learned

- Existing climate action plans (CAPs) vary widely: level of detail, date, GHG analysis scope and methods.
- A lot of potential actions are not very well documented, which makes it hard to determine whether they provide the benefits EPA is looking for.
- The availability of information we can use to understand the scope and benefits of an action is an important factor in prioritizing actions for the PCAP.
- There are more good ideas about potential implementation projects than we have capacity to apply for.
- We need to take a strategic approach to developing the PCAP in order to make the most of the available capacity.

The PCAP can be broad or narrow

Fewer actions ⟵⟶ **More actions**

+ PCAP provides more detail to support implementation applications

+ Provides more support for collaborative applications

- Less flexibility for partners applying for implementation projects

- Strategic discussions about teaming and applying are part of the technical process

- PCAP includes less detail to support implementation applications

- Provides less support for collaborative applications

+ More flexibility for partners applying for implementation projects

+ Strategic discussions about teaming and applying are separate from the technical process

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Meeting:	Portland-Vancouver Metro Area Climate Pollution Reduction Grant (CPRG) Climate Partners' Forum: Meeting #2
Date:	November 21, 2023
Time:	3:00-5:00 pm
Place:	Zoom
	https://us02web.zoom.us/j/83559308347?pwd=VzNHOFA4SUlxS090YW5rMWl4b3hVZz09
Purpose:	Present draft approach and findings from the initial screening of potential Preliminary Climate Action Plan (PCAP) actions for discussion and feedback.
Summary:	No edits suggested for the screening criteria. Feedback and discussion focused on clarification and interest in specific action groups.

Staff:

- Eliot Rose, Metro
- Andre Lightsey-Walker, Metro
- Josh Proudfoot, Parametrix/Good Company
- Tracy Lunsford, Parametrix/Good Company

- Jessica Pickul, JLA Public Involvement
- Adrienne DeDona, JLA Public Involvement
- Valentina Peng. JLA Public Involvement

Attendees:

- Aaron Lande, City of Vancouver
- Aaron Presberg, Portland Public Schools
- Adam Fiss, Regional Transportation Council
- Amanda Watson, City of Lake Oswego
- Amy Koski, Clark County Public Health
- Andrea Pastor, Metro
- Andria Jacob, City of Portland BPS
- Betsy Emery, Metro Fed Affairs
- Brian Hurley, Oregon Department of Transportation
- Bruce Barbarasch, Tualatin Hills Park and Recreation District

- Bryan DeDoncker, Clark County Public Utilities Department
- Carolina Martins, Washington County
- Carson Fehner, Metro
- Chris Carle, Clark County Public Works
- Dana Visse, Meto
- Elise Guinee Cooper, Portland Water Bureau
- Eric Hesse, Portland Bureau of Transportation
- James (JT) Douglas, Washington County Sustainability
- Jay Higgins, City of Gresham
- Jenna Garmom, Metro

- Johny Dea, City of Gresham
- Karen Buehrig, Clackamas County
- Kate Lyman, TriMet
- Kathleen Johnson, Washington County Public Health
- Kevin Boylan, City of Beaverton
- Laura Hoggatt, Clark County Capital Programming
- Maddie Cheek, Tualatin
- Michelle DePass, City of Portland Bureau of Planning and Sustainability
- Natalie Rogers, City of Milwaukie
- Nishant Parulekar, City of Portland Environmental Services
- Rebecca Small, City of Vancouver
- Reza Farhoodi, Washington County
- Robin Straughan, Hillsboro
- Shannon
- Shannon Stock, Portland Metro
- Tan Le, Columbia County Public Health
- Tim Davis, Washington County Office of Community Development
- Tim Lynch, Multnomah County
- Tom Kloster, Metro
- Uri Papish, Southwest Clean Air Agency
- Vivian Satterfield, City of Portland Bureau of Planning and Sustainability
- Whitney Dorer, Oregon Department of Environmental Quality

Agenda Items:
- Welcome, Meeting Purpose and Project Overview
- Climate Partners' Forum Survey Results
- Review Draft PCAP Screening Approach and Findings
- Group Discussion
- Adjourn and Next Steps

Meeting Summary

The group reviewed and provided feedback on the draft approach and findings from the initial screening of potential PCAP actions. No edits or suggestions about the overall evaluation criteria and screening process were made. The group seemed to be in agreement that the action groupings made sense. The discussions and questions focused on clarification of the categories of actions, what is included and what is not, and interest in more information about specific action groups.

Metro informed the group that more feedback is appreciated on the latest screening results and that an additional opportunity for input would be sent by email following the meeting.

Detailed Question and Discussions
- **Multnomah County**: It is our understanding that this program is to support actions that are not easily funded by other Federal sources. Are we working from the program requirements or will reviewing Federal funding sources be a next step to the screening?
    - Metro: We're asking the consultant team to track funding programs that might support some of the ideas. We're not going to conduct a

detailed evaluation of whether alignment with other funding sources would impact the application. We'll provide a heads-up to implementation applicants and regional partners when applicable. Everyone applying will need to take a closer look to see if the other funding sources are supportive or competitive.

- **WA Regional Transportation Council**: With action groups 8 (expand food waste reduction) and 9 (expansion of anaerobic digestion and composting), the words "expand" and "expansion" are being used. Are there similar programs across the region? I'm curious about the reason behind expanding and if there are opportunities to set up programs that don't already exist.
    - Metro: The readiness component for these items is difficult to determine. However, action groups 8 and 9 are in almost every Climate Action Plan the team reviewed. It is more about this being a common request across the communities rather than infrastructure or existing programs. "Expand" in this case is not only about expanding on existing programs but also to duplicate programs in areas that do not have them.
- **Portland Public Schools**: Is category 6 (improve building efficiency in residential single family and multifamily dwellings) open to other commercial buildings (i.e. schools) or is it just residential and multi-family?
    - Metro and Parametrix: Commercial buildings can be included but their frequency and requests are much higher than residential. From our study of building decarbonization, the biggest commercial carbon loads are typically from food cooking and cooking institutions in the commercial sector.The building that best meet the 5 year reduction goal would be lower-scale commercial. The priority is residential, but some commercial could be included and this requires further narrowing.
- **TriMet:** Can you tell me more about the note on scalability of transit? It says that there are many actions that can increase ridership without a long-term operational investment.
    - Metro: If this could be implemented within 5 years, it would have more scale than other actions, but when taking the grant application and the allocation of funding into consideration, it makes the process more complicated. There is a lot of community interest in making the change to renewable energy sources for transit fleets in advance of the mandate.
- **Washington County Public Health**: Is there a way that these example actions can be prioritized by impact to equity? The first example, electric vehicle (EV) charging stations seems to the be least in line with Justice40 as cars and electric cars are quite expensive and the community level impact of a strategy like that will benefit those that can afford an EV.
    - Metro: Transition to electric vehicles is happening faster than the mandate, and while we can dedicate or prioritize equity, we also need to consider all the greenhouse gas emissions such as gasoline emissions. Other changes could help improve air quality too, such as switching to heat pumps from woodstoves, which are more commonly used by lower-income communities. We're looking for opportunities with the greatest leverage and acknowledge that EV's will be an economic justice issue in the near future. With our

current process, we have yet to run an equity screening. As the team prepares actions that need to be elevated, we will consider equity and additional screening criteria.

- **City of Milwaukie:** There are a few communities, Milwaukie included, that are exploring and considering the reduction of natural gas infrastructure. This may be an issue with language but it would help to distinguish between anaerobic digestion and piping bio-gas across communities. Perhaps some clarification would be helpful.
- **Oregon Department of Transportation (ODOT)**: When we're talking about scalability, is there a range or ballpark for applications or actions or categories in terms of money or value amount? Understanding this scale will give us a sense of how ODOT can support.
  - Metro and Parametrix: This is more of a strategy for application questions. In the Notice of Funding Opportunity (NOFO), there is a table of what the Environmental Protection Agency (EPA) is expecting to fund. No specific amount or quantity is listed in the NOFO. Metro is figuring out how to approach these conversations and the consultant team is looking at the individual actions and evaluating them to see what is the most competitive as a region.
- **Multnomah County:** Is there a list of things that did not make the cut? It would be helpful to see that list.
  - Parametrix: We have the actions matrix and the actions not elevated for PCAP are not cut out of this process. We're prioritizing the PCAP and elevating things that seem to have the highest potential to meet the requirements for this round of implementation funding. We're saving other actions for future evaluation. This is something we can share and discuss with this group as we share the screening results.
- **City of Lake Oswego:** Could you clarify if other actions are being considered for PCAP? Or are the nine categories listed in the memo what will be included?
  - We have not eliminated any items. If anything is missing, please share it in the follow up survey from Metro. These nine categories are consistent across plans and what rose to the top for PCAP based on the screening criteria.
- **Portland Water Bureau:** For action group 7: community-wide electricity, I would like a clarification on what that entails. Especially in Oregon where the grids are mandated to change.
  - Metro: The mandates may not be able to get us where we want in the timeline that we want. Anywhere we can accelerate, we would. This could be funding for direct generation, such as utilities. We're trying to aggregate the buying power so that we can get a result in advance of the mandate and accelerate the speed of what has already been adopted.
  Further responses:
- I have concerns that this is redundant funding.
- I see this funding being less for utilities and more for allowing communities to take an opt-in path or create a risk-mitigation fund. We have concerns about the impacts on communities if the program does not go as planned. There are other approaches to this, but each comes with concerns.

- **Washington County:** About two-thirds of housing in this area was built pre-1992 and around half are electric-heated and others use old heating systems. This is an opportunity to improve low-income housing conditions.
- **Portland Public Schools:** I want to expand the conversation on commercial buildings, including schools. Commercial buildings are older, often over a hundred years old, and desperately need funding to upgrade and fight the climate crisis. I'm concerned that this is only serving residential/multi-family and I'm wondering if there is a conversation for including commercial buildings.
  - Metro: The main thing we were looking for is alignment across the plans. You're welcome to make suggestions in the survey. We focused on residential because the plans showed that not all jurisdictions have commercial building needs or the authority to implement changes. Residential housing is a more common theme across existing plans. We need source materials that are documented to include items or initiatives in the PCAP.
- **Washington County:** I would like more clarification on action groups 1 (support EV transition through charging infrastructure) and 2 (fuel switching for agency operational use). It seems both are actions that would incentivize fleet electrification and charging infrastructure, with one more community-focused and the other more operational-focused.
  - Parametrix: Yes, that was the distinction we wanted to make.
- **Portland Bureau of Transportation (PBOT):** Overall, we feel that the criteria make sense. A question from the transportation perspective is distinguishing one-time costs from continuous operational costs. We'll need to grapple with funding and different programs and I would like more information about why low-carbon materials were not as competitive as the other ones.
  - Parametrix: Low-carbon building materials, including materials for roadways, were something we considered and had some scalability and implementation questions. Ultimately, it was about whether the action was ready for this first round of funding. It is probably more appropriate for the CCAP due to challenges with buy-ins. We're required to develop an inventory of community emissions but operational emissions are optional. The PCAP timeline is tight, which forces us to place higher priority on actions that will bring significant results.
- **Regional Transportation Council**: How do you utilize the screening criteria? greenhouse gas seems to be the main scoring criteria, and co-benefits score lower. Are the criteria weighted? How do you measure each action and how would you present this for the application?
  - Parametrix: We have not assessed performance measures, however we did note the performance measures that exist in existing plans, which would guide us as we create a consolidated version for consistency. As far as screening criteria, greenhouse gas is a key requirement for the grant and feasibility of implementation. Within the PCAP timeline, feasibility and GHG are yes-no questions. They helped to sort through the initial set for prioritization to start. Co-benefits and equity are lower scores but still important elements, they're just not deciding factors. There is still work to be done and this is a preliminary analysis.

- **Washington County:** Will you report back to the group the results of the survey? Washington County has had a lot of internal discussions. Also, if you could expand on the question "are you interested..." to allow agencies to indicate what they're interested in supporting with, that would be helpful.
    - Metro: Yes, we can do that.

Meeting Accessibility Options
This meeting was hosted online on Zoom which included Closed Captioning for participants. One participant chose to use this functionality. Additionally, this meeting was recorded and can be made available as requested by participants.

Appendix A. Zoom Chat

From Kathleen (she/her)| Washington County PH To Everyone:
    Kathleen Johnson, Washington County Public Health
From Valentina Peng (they/she) | JLA Public Involvement To Everyone:
    Thank you all for joining us today! Please update your on-screen names to include your name and your organization. Please reach out to Valentina Peng in chat if you run into any tech issues.
From Betsy Emery, Metro Fed Affairs, (she/hers) To Everyone:
    Hey Eliot, can you clarify something for me? If a project doesn't make it into the PCAP, could it be included in the CCAP later? Or will the CCAP be bound to projects that were listed in the PCAP? Thanks!
From Tim Lynch | he/him | MultCo To Everyone:
    Reacted to "Hey Eliot, can you c..." with 👍
From Eliot Rose (he/him), Portland Metro To Everyone:
    Great question, Betsy! Not only can the CCAP include actions that aren't in the PCAP, but also it's encouraged to do so!
From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:
    Reacted to "Great question, Bets..." with 👍
From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:
    Reacted to "Hey Eliot, can you c..." with 👍
From Andria Jacob (she/her) City of Portland BPS To Everyone:
    Has anyone seen an implementation grant application/template yet?
From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:
    NOFO - Notice of Funding Opportunity
From Betsy Emery, Metro Fed Affairs, (she/hers) To Everyone:
    I haven't seen a template but the EPA's information is here: https://www.epa.gov/inflation-reduction-act/about-cprg-implementation-grants
From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:
    Reacted to "I haven't seen a tem..." with 👍
From Andria Jacob (she/her) City of Portland BPS To Everyone:
    Reacted to "I haven't seen a tem..." with 👍
From Valentina Peng (they/she) | JLA Public Involvement To Everyone:
    Hi all, you can find more information on the proposed action groups in the document attached.
From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:
    Reacted to "Hi all, you can find..." with 👍
From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:
    Reacted to "Proposed Action Groups Opportunities Barriers.docx" with 👍
From Eliot Rose (he/him), Portland Metro To Everyone:
    I appreciate Josh referring to state EV mandates - I believe that both OR and WA have similar clean car requirements. We will try and distinguish between OR and WA whenever we're talking about "the state," but please let us know if you have clarifying questions.

From Whitney Dorer she/her/hers Oregon DEQ To Everyone:

Reacted to "I appreciate Josh re..." with 👍

From Josh Proudfoot He/Him- Parametrix To Everyone:

My apologies. Both states!

From Kate Lyman, TriMet (she/her) To Everyone:

Hi, I'm not sure if this is the right time to ask a question, but would love to hear more about the note on scalability that there are many actions that can increase ridership without a long-term operational investment.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

Reacted to "My apologies. Both ..." with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:

@Kate - that is referring to transit priority treatments that reduce delays for transit vehicles. Reducing delays boots ridership.

From Eliot Rose (he/him), Portland Metro To Everyone:

"boosts" not "boots"

From Karen Buehrig (she/her) Clackamas County To Everyone:

We have thought about the need to invest in sidewalks to access transit, perhaps even the new Forward Together routes. Or framed around actions to support growth in ridership in emerging urban areas that may have new service scheduled, but the infrastructure is still limited.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

Reacted to "We have thought abou..." with 👍

From Jessica Pickul, JLA (she/her) To Everyone:

Reacted to "We have thought abou..." with 👍

From Karen Buehrig (she/her) Clackamas County To Everyone:

Does the State have a separate CPRG program?

From Eliot Rose (he/him), Portland Metro To Everyone:

@Karen - yes, OR and WA both have their own CPRG planning grants. I will be providing some info on how grantees can learn more about the state plans and processes in my next steps at the end of the meeting.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

Reacted to "@Karen - yes, OR and..." with 👍

From Whitney Dorer she/her/hers Oregon DEQ To Everyone:

Reacted to "@Karen - yes, OR and..." with 👍

From Aaron Presberg (he/him), PPS To Everyone:

Is this category open to other commercial buildings (i.e. schools) or is it just residential and multi-family?

From Andrea Pastor, Metro (she/her) To Everyone:

Reacted to "Is this category ope..." with 👍

From Kathleen (she/her)| Washington County PH To Everyone:

is there a way that these example actions that can be prioritized by impact to equity, the first example EV charging stations seems to the be least inline with Justice40 as cars and electric cars are quite expensive and the community level impact of a strategy like that will benefit those that can afford an EV

From Kathleen (she/her)| Washington County PH To Everyone:

whereas some the public transit strategies and housing heating/cooling are fare more equitable in their intentions and seem should be a higher priority

From Tim Lynch | he/him | MultCo To Everyone:

Reacted to "whereas some the pub..." with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:

Kathleen - this is valuable feedback. The consultant team is reviewing documented community feedback on these strategies so that they can identify those that best support marginalized people's needs. I believe that the feedback they've reviewed so far emphasizes that transit has more equity benefits than EVs, as you're describing, but I will let them speak to that.

16:02:17 From Laura Hoggatt, Clark County Capital Programming To Everyone:

Reacted to "whereas some the pub..." with 👍

From Karen Buehrig (she/her) Clackamas County To Everyone:

Reacted to "@Karen - yes, OR and..." with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:

Thanks for this feedback, Adam - I think that "expand" also reflects the fact that Metro is the solid waste authority for our portion of the MSA and has a lot of existing programs to expand. It sounds from your comment like that might not be the case in WA.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

Reacted to "Thanks for this feed..." with 👍

From Highland E. (she/her) Washington County To Everyone:

Reacted to "whereas some the pub..." with 👍

From Highland E. (she/her) Washington County To Everyone:

Reacted to "is there a way that ..." with 👍

From Amy Koski (she/her), Clark County Public Health To Everyone:

Reacted to "Thanks for this feed…" with 👍

From Amy Koski (she/her), Clark County Public Health To Everyone:

Removed a 👍 reaction from "Thanks for this feed…"

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

After our break, we'll be looking for your feedback on the following questions:

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

- Do you have any feedback on the screening criteria or how we applied them?
- Do you agree that the categories of actions described in the handout are the right areas of focus for the PCAP?
- Do you have any general thoughts or reactions about the initial screening results that you'd like to share?

From Jessica Pickul, JLA (she/her) To Everyone:

Reacted to "{EF88C4FC-A184-428E-BD9D-41AC4EDC94C5}.png" with 👍

From Brian Hurley ODOT To Everyone:

Reacted to "{EF88C4FC-A184-428E-BD9D-41AC4EDC94C5}.png" with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:

I believe we'll reconvene at 4:24 for those keeping track of time

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

Reacted to " I believe we'll re..." with 👍

From Bruce Barbarasch, THPRD, he/him To Everyone:

    Replying to "Is this category ope..."

    Agree that any large building might benefit from energy reduction improvements. Could this category be expanded?

From Aaron Presberg (he/him), PPS To Everyone:

    Reacted to "Agree that any large..." with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:

    Tim - has MultCo documented those different alternatives and their pros/cons? Would love to see more thin king about this issues.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

    Reacted to "Tim - has MultCo doc..." with 👍

From Tim Lynch | he/him | MultCo To Everyone:

    Replying to "Tim - has MultCo doc..."

    Conversations are happening in real time, lot's of communities are thinking this through, but yes, we can help clarify some of those issues. Happy to connect.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

    Reacted to "Conversations are ha..." with 👍

From Tim Lynch | he/him | MultCo To Everyone:

    Thought this would be interesting for folks who want to prioritize school climate resilience: https://www.multco.us/sustainability/news/portland-public-schools-multnomah-county-team-epa-explore-how-make-schools-more

From Shannon To Everyone:

    Gresham Barlow School Dist has a great SEM program if you need a resource.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

    Reacted to "Gresham Barlow Schoo..." with 👍

From Andria Jacob (she/her) City of Portland BPS To Everyone:

    Did the idea of an energy savings performance contract come up in the building efficiency idea? This is one proven way to scale building retrofits...

From Elise Guinee Cooper, Portland Water Bureau To Everyone:

    Reacted to "Did the idea of an e..." with 👍

From Tim Davis (he/him) Washington County Office of Community Dev. To Everyone:

    Reacted to "Did the idea of an e..." with 👍

From Josh Proudfoot He/Him- Parametrix To Everyone:

    Not directly Andria. The opportunity may be with streetlamps for the public places, otherwise the idea was not broadly discussed in the CAPS.

From Aaron Presberg (he/him), PPS To Everyone:

    Reacted to "Thought this would b..." with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:

    Per Adam's comment, CPRG applications are required to address equity and air pollution co-benefits, and both of those have a clear # of points associated w/ them on the evaluation. Other co-benefits are addressed more vaguely in the application requirements.

From Adrienne DeDona (she/her), Facilitator - JLA To Everyone:

    Reacted to "Per Adam's comment, ..." with 👍

From Eliot Rose (he/him), Portland Metro To Everyone:
    eliot.rose@oregonmetro.gov
From Elise Guinee Cooper, Portland Water Bureau To Everyone:
    thanks!

Portland-Vancouver metropolitan area CPRG planning grant: Initial screening of potential Priority Climate Action Plan (PCAP) actions

November 21, 2023

Metro is leading an EPA Climate Pollution Reduction planning Grant (CPRG) on behalf of the Portland-Vancouver metropolitan statistical area. The first deliverable in this grant is a Priority Climate Action Plan (PCAP; due March 1, 2024) that identifies strategies that can significantly reduce GHG emissions and that agency partners can implement within the next five years. Projects identified in the PCAP are eligible to apply for CPRG implementation grants, which will provide $4.3 billion in competitive funding (applications due April 1, 2024).

Given the urgent timeline, Metro is considering actions that are documented in existing local and regional climate action plans and related documents for potential inclusion in the PCAP. Climate Partners' Forum members provided links to relevant documents, and the CPRG consultant team reviewed these actions and screened them with respect to criteria based on EPA's requirements for the PCAP and evaluation criteria for the CPRG implementation grants.

The consultant team identified and screened a total of 705 actions from the documents reviewed. For the purposes of initial discussion with Forum members, the team grouped these actions into nine categories. Table 1 below identifies common groups of actions from the plans reviewed that meet basic CPRG eligibility criteria (i.e., they can be led by public agencies and have the potential to reduce GHG emissions within 5 years) and summarizes describes opportunities and challenges with respect to the following criteria:

- Readiness: is the information that the region would need to describe these actions and their benefits (I.e., work plans, data and methods to estimate GHG reductions) available?

- GHG reductions: could these actions potentially reduce GHGs within the next 5 years if implemented? Compared to other potential actions, are these actions likely to produce significant GHG reductions?

- Local agency authority: do local agencies currently have the authority to lead implementation of these actions? Are there resources or experience to support successful implementation?

- Scalability: is there potential for this action to scale up and benefit multiple agencies or communities within the MSA?

- Co-Benefits: do these actions have documented co-benefits – especially with respect to equity, which is a key priority for the CPRG grants?

Following the November 21 Climate Partners' Forum meeting, the consultant team will distribute detailed results of the screening analysis to Forum members for review and feedback. Questions and ideas from this initial discussion will help the team communicate and solicit feedback on the detailed results.

Table 1: Common categories of climate actions, with opportunities and barriers identified

Category Examples of actions	Screening Opportunities	Screening Barriers
1. Support EV transition through charging infrastructure		
• Implement/incentivize charging in existing multifamily residential developments • Implement/incentivize charging in destination locations (Level 3) • Incentivize workday charging in publicly available locations • Implement code to mandate charging at all dwellings	**Readiness:** Quantifiable, some modeling performed **Co-Benefits:** Meets charging needs in a type of housing where low-income people commonly live	**Scalability:** It is technically challenging to retrofit buildings for charging **Local Authority:** Some actions require coordination with State agencies, utilities, and/or property owners
2. Fuel switching for agency operational use		
• EV fleet purchases and charging infrastructure • EV school and transit bus purchases with charging infrastructure • Bulk procurement of renewable diesel for public fleets with potential to partner with private fleets	**Co-Benefits:** air quality improvements, especially for school and transit buses **Local Authority:** within local control	**Readiness:** Quantifiable, some modeling performed **GHG reductions:** might take more than 5 years to show significant reductions **Scalability:** charging infrastructure could be difficult to scale
3. Make transit convenient, frequent, accessible, and affordable		
• Expand the public transit system to better serve communities that currently have limited service • Redesign roads and use transit signal priority to reduce delays for transit • Use shuttles, microtransit, and similar serves to provide first/last mile connections • Increase service to workplaces	**GHG Reductions:** Identified as a high-impact strategy in regional climate plans **Readiness:** Quantifiable, modeling performed, **Local Authority:** Agency partners have a track record of successful implementation **Scalability:** many actions can increase ridership without requiring a long-term operational investment	**Scalability:** CPRG implementation grants cannot fund ongoing operation of new transit service
4. Make biking, walking and active transportation safe and convenient		
• Access to transit (first and last mile connections to transit service) • Complete key gaps in the regional active transportation network • Safe routes to school	**GHG Reductions:** Identified as a medium--impact strategy in regional climate plans	**Scalability:** Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to

Category Examples of actions	Screening Opportunities	Screening Barriers
• Transportation demand management	**Co-benefits:** High priority for residents of marginalized communities and families, health/pollution co-benefits **Local Authority:** within local control, agency partners have a track record of successful implementation	demonstrate significant GHG reductions.
5. Use technology to actively manage the transportation system		
• Intelligent traffic systems • Real-time traffic management • Pricing strategies (tolling, per-mile fees, parking pricing)	**Readiness:** Quantifiable, modeling performed **Local Authority:** most strategies are within local control, agency partners have a track record of successful implementation **GHG Reductions:** identified as a medium-impact strategy in regional climate plans; low-cost actions can have significant results **Scalability:** significant planning already underway; parking pricing implements new Oregon climate-friendly planning requirements	**Scalability:** Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions. **Local Authority:** tolling and per-mile pricing would likely need to be led by the State
6. Improve building energy efficiency in residential single family and multi-family dwellings		
• Support weatherization and efficiency upgrades in new and existing buildings • Incentivize ductless heat pump upgrades • Incentivize wood stove replacements	**Readiness:** quantifiable, some modeling **Local Authority:** within local control, agency partners have a track record of successful implementation **Co-Benefits:** Can produce significant equity benefits if administered if improvements are focused on affordable housing	**Scalability:** Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions. **Local Authority:** May require coordination with the state, which has authority over energy efficiency requirements in new buildings

Category Examples of actions	Screening Opportunities	Screening Barriers
7. Support community-wide adoption of renewable electricity		
• Community-wide shift to using renewable electricity (automatic subscription with opt out)	**Readiness:** quantifiable, some modeling **GHG reductions:** Single action produces significant benefits.	**Scalability:** There may not be enough renewable generation capacity to meet demand in many communities **Local Authority:** requires collaboration with utilities to ensure demand for renewable electricity will be met.
8. Expand food waste reduction		
• Expand food recovery and distribution programs • Expand food waste reduction education programs	**Readiness:** quantifiable, some modeling **Local Authority:** within local control, expands existing regional programs **Co-Benefits:** Opportunity to direct usable surplus to those in need	**Scalability:** Limited detail in regional plans
9. Expansion of anaerobic digestion and composting		
• Expand anaerobic digestion capacity by investing in new facilities and/or better coordinating the use of existing facilities • Expand the availability of compost collection throughout the metro area	**Readiness:** quantifiable, expansion of existing capacity is achievable in short term **Scalability:** leverages existing programs and regional capacity	**Local Authority:** within local control, requires additional resources and collaboration at the local level

November 21, 2023

Portland/Vancouver Metro Area EPA Climate Pollution Reduction planning grant

Draft screening of potential Priority Climate Action Plan strategies.

December 5, 2023

Purpose

Metro is leading an EPA Climate Pollution Reduction planning Grant (CPRG) on behalf of the Portland-Vancouver metropolitan area. This grant will help Metro and other public agencies in the metro area create a plan that identifies near-term, high-impact opportunities to reduce greenhouse gas (GHG) emissions. Under the CPRG grant, Metro will produce two plans:

- A Preliminary Climate Action Plan (PCAP), due March 1, 2024, that identifies high-priority, implementation-ready GHG reduction actions that can be funded with available resources – including CPRG Implementation Grants that EPA is making available to public agencies across the U.S., with applications due on April 1, 2024.

- A Comprehensive Climate Action Plan (CCAP), due late summer 2025, that includes a comprehensive inventory of GHG emissions for the metro area and a broader set of strategies to reduce emissions.

Metro and its consultant team are currently developing the PCAP. Because of the near-term deadline for the PCAP and the close alignment between the PCAP and the CPRG Implementation Grants, the team is focusing the PCAP on strategies that are already included in the many different existing climate action plans (CAPs) that communities around the metro area have developed. This is because EPA requires CPRG implementation grant applicants to provide detailed work plans, budgets, and estimates of GHG reductions and other benefits, and these details are most likely to be available for strategies that are already documented in CAPs.

This memo recommends a draft set of greenhouse gas (GHG) reduction strategies for inclusion in the PCAP. The team arrived at this recommendation by screening strategies with respect to the evaluation criteria described in the CPRG Implementation Grant Notice of Funding Opportunity to identify those that are best positioned to pursue implementation grants. We are seeking Climate Partners' Forum members' feedback on the draft screening results and recommended strategies, as well as on how to proceed with further developing these strategies in the PCAP. This information will guide the team in conducting further analysis and engagement to draft the PCAP.

Screening process

Sources reviewed

The Metro team reviewed publicly available climate action plans, strategies, and frameworks developed by agency partners within the region to identify potential strategies and collect much of the information needed to screen these strategies. The team also reviewed relevant state-level climate programs and policies in both Oregon and Washington to define and screen criteria related to scalability and authority to implement different actions, as well as work by community-based organizations on planning priorities and climate justice in order to define and screen equity-related criteria.

Strategy matrix and eligibility screening

The team then created a Strategy Matrix that included all potential strategies from the materials reviewed. In the process, the team standardized these strategies, developing common ways of describing strategies that are captured differently in different CAPs. The team also provided further clarity on how these strategies would be implemented at the metro area scale, including identifying regional plans that can serve as a basis for scoping and scaling up strategies sourced from local climate action plans. The team also categorized these strategies (Transportation Energy Switch; Land Use, Mode Shift, & VMT Reduction; Building Energy Sourcing; Building Energy Efficiency; Major Materials Shifting; Consumption Reduction & Recovery; and Miscellaneous) highlight common opportunities and challenges to addressing different GHG emission sectors through the PCAP. The team noted information from different plans relevant to different aspects of the screening, including notes on GHG mitigation potential, equity and stakeholder considerations, agency role and readiness, data quality, and gaps.

During this phase the team applied basic eligibility criteria to filter out many strategies that did not meet the core CPRG requirements to reduce GHGs within five years, document GHG reductions clearly, and focus on strategies that can be implemented by local governments. These eligibility criteria included the following:

- Mitigation potential: Could this action potentially reduce GHGs within the next 5 years if implemented? The team evaluated this criterion using its expert knowledge, and in the process screened out many potential strategies from the source CAPs, including strategies that are exclusively focused on climate adaptation or resilience and those that could not feasibly be implemented as proposed within five years due to policy/resource constraints.

- Community-scale reductions: Does this action reduce GHG emissions among the broader community? EPA requires PCAPs to include inventories of community GHG emissions and actions to reduce these emissions; addressing GHG emissions due to agencies' operations is optional. In most places, community emissions account for a much larger share of GHGs than agency emissions, but CAPs often include many agency-related actions that are "low-hanging fruit" where agencies can exercise leadership by example. The source CAPs typically include strategies both to reduce community emissions and to reduce emissions due to agency operations, and differentiate between the two. The team used this information to screen out actions focused on reducing agency operations – making exceptions for strategies that produce community-scale GHG reductions by greening large fleets or buildings, such as the transit fleet.

- Local agency authority: Do local agencies currently have the authority to lead implementation of this action? To evaluate this criterion, the team considered whether agency partners within the MSA are already implementing the action or are described as leads in existing CAPs, and agencies have the authority to lead this action under current policies and regulations.

All in all, the team began this initial phase with a list of over 700 ideas from the different CAPs reviewed. After consolidating common strategies and filtering out those that did not meet basic eligibility criteria, the team was left 21 strategies, which it then screened in more detail. Appendix A summarizes the actions that did not meet the basic eligibility criteria listed above.

Detailed screening criteria

The consultant team and Metro collaborated to determine screening evaluation based on the evaluation criteria described in the CPRG Planning Grant Requirements and the CPRG

Implementation Grant Notice of Funding Opportunity. This screening does not address all of the CPRG Implementation Grant evaluation criteria because several of those criteria – including those related to equity, project costs, and past grantee performance – depend upon the specific agency partners, communities, and investments covered by the application. The PCAP is focused on identifying strategies at the metro-area-wide scale, so this screening exercise focused on the criteria that could be evaluated at that scale. The team sought to define these criteria so that each point awarded through the screening process is weighted roughly equally, representing between 5 and 15 of the 250 points that EPA is using the evaluate implementation grant applications. These criteria, along with their definitions and rating scales, are described below.

GHG reduction criteria: GHG reductions account for the largest share of points available in the CPRG Implementation Grant evaluation criteria. These criteria focus not only on how many GHG emissions each strategy reduces, but also on whether those reductions are soundly documented and whether strategies are being implemented consistently at scale across the metro area. GHG reduction criteria include:

- Readiness: is the action described at the level of detail that EPA is requesting for the PCAP and for CPRG implementation grant applications? The team rated this criterion based on the level of detail with which strategies are described in source CAPs, the extent to which strategies show up in multiple plans, and the team's knowledge of how similar projects have been implemented, as follows:

  o High: Source plans describe specific features, tasks, and/or milestones associated with the strategy as well as costs, roles/responsibilities, and/or timelines associated with each feature, task, and/or milestone.

  o Medium: Source plans escribe specific features, tasks, and/or milestones associated with the strategy in a way that will enable applicants to develop more detailed application information.

  o Low: Source plans provide little or no detail on how the strategy would be implemented.

- Quantifiable: is it easy to quantify the GHG reductions from this strategy in a sound manner based on the information available? The team rated this criterion based on the extent to which GHG reductions from different strategies where quantified in the source CAPs quantification and on its knowledge of the tools and methodologies that are available to quantify these emissions, as follows:

  o High: Source plans include detailed, sound, and replicable GHG reduction estimates for this strategy.

  o Medium: Source plans do not quantify GHG reductions for this strategy in detail, but established tools/methodologies are available to estimate GHG reductions for this strategy.

  o Low: Source plans do not quantify GHG reductions for this strategy and there are no known tools/methodologies for doing so.

- GHG reductions: what is the estimated range of potential GHG reductions? The team rated this criterion based on GHG analyses in source CAPs and used expert judgement to account for the various methods and level of detail for quantifying GHG reductions in these plans. The initial screening focuses on rating GHG reductions for each strategy relative to other strategies in the plan. The PCAP will include detailed estimates of the GHG reduction potential for each strategy included.

- o Cost-effectiveness: what is the estimated cost per tonne of potential GHG reductions? The team rated this criterion based on GHG and cost analyses in source CAPs and used expert judgement to account for the various methods and level of detail used to quantify costs in these plans. The initial screening focuses on rating cost-effectiveness for each strategy relative to other strategies in the plan. The PCAP will include detailed estimates of cost-effectiveness for each strategy included.

- Scalability: what is the potential to scale the strategy up to benefit multiple agencies/communities within the MSA? The team rated this criterion based on the extent to which each strategy is captured in multiple local CAPs and/or in regional plans that represent collaboration among local partners. The team also considered the results of the October Climate Partners' Forum survey, which allowed members to identify strategies that are priorities for their communities. Finally, the team used its professional judgment to highlight strategies that produce greater GHG reductions when implemented at scale. The team scored this criterion as follows:

  - o High: this strategy appears as a priority in 3+ source CAPs and/or CPF survey responses, or the action supports implementation of a state-mandated climate policy and the team believes there is potential to scale it up across the MSA based on the background resources reviewed.

  - o Medium: action appears as a priority in 1-2 source CAPs and/or CPF survey responses and the team believes there is potential to scale it up across the MSA based on the background resources reviewed.

  - o Low: this action does not appear to be a priority for multiple agency partners, nor does it appear scalable to the MSA.

Equity criteria: Equity benefits are worth 35 points in the CPRG implementation applications. EPA is evaluating two different aspects of equity: whether the application overlaps a federally identified Low Income / Disadvantaged Community and on whether there is evidence that the project will serve the needs of that community. The Metro team cannot evaluate the former since the PCAP assumes that all strategies will be implemented across the entire metro area and does not attempt to forecast which specific communities within the region will be covered by implementation applications. The screening focuses on assessing strategies' alignment with community needs using a single criterion.

- Alignment with community feedback: does this action present opportunities to increase equity? The team rated this criterion based on alignment with marginalized community members' priorities as documented in community-led climate justice plans and/or regional outreach and planning efforts.

  - o High: the strategy aligns with priorities that have been expressed by community members through community-led climate justice plans and/or regional outreach and planning efforts that are focused on identifying the priorities of marginalized people.

  - o Medium: the source CAPs include engagement or analysis that identified this strategy as benefitting equity.

  - o Low: The strategy has not been described as an equity priority in relevant local, regional, or community-based plans.

Co-benefits: The CPRG implementation applications require applicants to estimate co-benefits related to health, safety, air quality, resilience, and workforce development, and the team included screening criteria to address these benefits. The team rated each of these criteria based on a

combination of the information that source CAPs provided on these co-benefits and on the team's knowledge of other efforts to document the co-benefits of common GHG reduction strategies. Each criterion in this category receives a yes/no rating rather than a low/medium/high rating, both to reflect the relative lack of detail involved in the screening and to correctly reflect the value of these criteria, which are weighted lower than the GHG reduction and equity criteria in the implementation grant application evaluations.

Summary scores: the team allotted points for each criterion as follows:

- High: 2 points

- Medium or Yes: 1 point

- Low or No: 0 points

The team then summed the total points across all criterion for each strategy to develop a total score for that strategy.

Potential PCAP Strategies

Table 1 summarizes the 21 strategies that were screened for inclusion in the PCAP, including:

- The category to which the strategy belongs

- Results for GHG reduction screening criteria

- Results for equity screening criteria

- Results for co-benefit screening criteria

- Total scores

The 16 strategies that we recommend for inclusion in the PCAP are shown in normal shading; strategies that we recommend considering in the CCAP are shaded in light gray.

Table 1: Screening results for potential PCAP strategies

Category	Strategy	Readiness	Quantifiable	GHG reductions	Cost effectiveness	Scalability	Aligned w/ feedback	Health	Safety	Air quality	Resilience	Quality Jobs	Total score
3. Make transit convenient, frequent, accessible, and affordable	**3a. Implement high-capacity transit across the metro area,** including the Metro High Capacity Transit Strategy, C-Tran High Capacity Transit Routes, and other high-priority regional transit expansions	High	High	High	Med	Med	High	Yes	Yes	Yes	Yes	Yes	15
3. Make transit convenient, frequent, accessible, and affordable	**3b. Redesign streets and infrastructure to reduce delays for transit vehicles** (e.g., on regional Enhanced Transit and Transit Priority corridors)	High	High	High	Med	Med	High	Yes	Yes	Yes	Yes	Yes	15
4. Make biking, walking and active transportation safe and convenient	**4a. Improve multimodal access to transit stations**	High	High	High	High	Med	High	Yes	Yes	Yes	Yes	No	15
6. Improve existing building energy efficiency	**6a. Support weatherization and efficiency upgrades in existing residential buildings,** providing incentives for common energy efficiency measures. Consider retrofits of other publicly-owned buildings in cases where emissions reductions are significant and well-documented.	High	High	High	Med	Med	High	Yes	Yes	Yes	Yes	Yes	15
4. Make biking, walking and active transportation safe and convenient	**4b. Complete key gaps in the regional active transportation network identified through regional transportation plans,** prioritizing high-demand areas, transit station walksheds, regional centers, high injury corridors	High	High	Med	Med	Med	High	Yes	Yes	Yes	Yes	Yes	14
4. Make biking, walking and active transportation safe and convenient	**4c. Expand Regional Safe Routes to School programs**	High	High	Med	Med	Med	High	Yes	Yes	Yes	Yes	No	12

Category	Strategy	Readiness	Quantifiable	GHG reductions	Cost effectiveness	Scalability	Aligned w/ feedback	Health	Safety	Air quality	Resilience	Quality Jobs	Total score
9. Expansion of anaerobic digestion and composting	9a. Expand the availability of residential composting programs by expanding requirements to offer these programs in the Metro region	High	High	Med	Med	Med	High	Yes	No	No	No	Yes	12
5. Use technology to actively manage the transportation system	5a. Expand the use of intelligent transportation systems	High	High	Med	High	Med	Low	No	Yes	Yes	Yes	No	11
5. Use technology to actively manage the transportation system	5b. Expand use of parking pricing (including implementation of Oregon CFEC requirements)	High	High	High	High	Med	Low	No	No	Yes	Yes	Yes	11
7. Support community-wide adoption of renewable electricity	7a. Implement green tariffs to fund community-wide renewable electricity usage with options to opt-out and assistance for low-income residents.	Med	High	High	High	Med	Low	No	No	Yes	Yes	Yes	11
9. Expansion of anaerobic digestion and composting	9b. Expand anaerobic digestion capacity by investing in new facilities and/or better coordinating the use of existing facilities	High	High	Med	Med	Med	High	No	No	No	No	Yes	11
2. Fuel switching for agency operational use	2a. Support the electrification of school bus and transit fleet and the installation of fast charging equipment	High	High	Med	Med	Med	Med	Yes	No	Yes	Yes	No	10
5. Use technology to actively manage the transportation system	5c. Implement regional congestion pricing	Med	High	High	High	Med	Low	No	No	Yes	Yes	Yes	10
8. Expand food waste reduction	8a. Expand food recovery and distribution programs, particularly food waste reduction education programs for residential, commercial and food production sectors.	High	High	Med	Med	Med	Low	Yes	No	No	No	Yes	10

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Category	Strategy	Readiness	Quantifiable	GHG reductions	Cost effectiveness	Scalability	Aligned w/ feedback	Health	Safety	Air quality	Resilience	Quality Jobs	Total score
4. Make biking, walking and active transportation safe and convenient	4d. Expand regional transportation demand management programs (e.g., Metro Regional Travel Options program, Get There SW WA)	High	High	Med	Low	Med	Med	Yes	No	Yes	Yes	No	9
6. Improve existing building energy efficiency	6b. Implement building energy scoring for commercial and residential buildings, with performance targets for new construction and major renovations	High	Med	Med	Med	Med	Med	No	No	No	No	Yes	9
1. Support EV transition through charging infrastructure	1a. Fund/incentivize charging in existing multifamily residential developments	Med	High	Med	Med	Low	Low	No	No	Yes	Yes	Yes	8
1. Support EV transition through charging infrastructure	1b. Change zoning regulations to require pre-wiring or charging at new commercial and residential developments	Med	Low	Med	Med	Med	Low	No	No	Yes	Yes	Yes	7
1. Support EV transition through charging infrastructure	1c. Install community charging on public land/streets	Med	Med	Med	Med	Low	Low	No	No	Yes	Yes	Yes	7
3. Make transit convenient, frequent, accessible, and affordable	3c. Reduce fares for people who rely on transit (i.e., decrease costs of low-income fare / youth transit passes)	High	Med	Med	Low	Low	High	Yes	No	No	No	No	7
1. Support EV transition through charging infrastructure	1d. Educate consumers about the benefits of electrification and alternative fuels	High	Low	Low	Low	Low	Low	No	No	No	No	No	2

Findings

Though the specific results shown in Table 1 may change in response to partner feedback, they reveal several general take-aways that can continue to inform the development of the PCAP:

- Many of the strategies that best meet EPA's requirements build on a history of successful regional collaboration. EPA is prioritizing actions that are implementation-ready and that scale up to produce benefits across the metro area. The regional collaboration that has gone into planning for transit and active transportation and into delivering energy efficiency programs and rebates helps to position related strategies for success in delivering significant near-term GHG reductions.

- Energy efficiency strategies that focus on residential buildings are better represented in Table 1 than strategies that focus on commercial / industrial buildings. The source CAPs generally include more robust strategies for reducing residential energy use, and those strategies tended to perform better in the screening. One potential explanation for this is that residential energy use patterns vary less than those in commercial and industrial buildings, which makes it easier to identify common residential energy efficiency strategies that can be implemented at scale.

- Strategies related to electric vehicles do not perform as well under this screening as others. This is not because EVs are ineffective at reducing GHG emissions, but because local and regional agencies have limited ability to advance electrification in the near term. Both vehicle manufacturers and state agencies have primary responsibility for addressing many of the key drivers behind EV adoption; the former are responsible for advances in EV technology and affordability and the latter are responsible for vehicle regulations and for requiring new development to be EV-ready. Some local and regional agencies, meanwhile, have taken the lead on public and multifamily charging and on supporting the deployment of shared EVs, e-bikes, and e-scooters, but these actions are harder to scale because opportunities to pursue them vary widely among communities. However, regional transportation demand management programs, which are recommended for inclusion in the PCAP, do often provide funding for innovative efforts to advance electrification.

Questions for the Climate Partners' Forum

We welcome Climate Partners' Forum members' feedback on this memo, particularly in response to the questions below. Your feedback will help us finalize the scope of the PCAP and ensure that the plan captures the most impactful and implementation-ready GHG reduction strategies. Please email any feedback to Eliot Rose, Metro's CPRG Project Manager at eliot.rose@oregonmetro.gov by the end of the day Wednesday, December 13th.

1. Do you have feedback on the strategies, screening criteria and/or results?

2. Is your agency planning to lead an implementation application? If so, which strategy(ies) are you planning to apply for? (If your agency is interested in applying strategies that your agency is interested in applying for that are not captured in Table 1, please provide thorough documentation of these strategies so that we can determine how to address them in the PCAP.)

3. Is your agency interested in partnering with other agencies who may be leading implementation applications? If so, what are your highest priority actions to partner on (list up to 3)?

4. Do you see opportunities to further narrow or consolidate the group of recommended strategies? If fewer strategies are included in the PCAP it will allow the PCAP to include more detail on those strategies to better support eventual implementation applications.

Appendix A: Additional actions to consider for inclusion in the CCAP

The following is a list of strategies that were excluded from the detailed screening because they did not meet the basic PCAP requirements to focus on implementation-ready strategies with significant GHG reduction potential. These actions are documented here and categorized according to common themes so that they can be considered for inclusion in the CCAP.

- Conduct education and outreach to support waste reduction
  - food waste
  - carbon-intensive materials
  - water conservation
  - curbside composting
  - climate impacts of food consumption
  - waste and consumption
  - recycling and reuse
  - single-use products
  - regionally-consistent contamination reduction efforts to improve material quality

- Make freight cleaner
  - Zero emission medium and heavy-duty commercial vehicles
  - Equitably reduce emissions from freight and delivery
  - Explore the feasibility of last-mile urban logistics hubs

- Increase availability of shared electric vehicles at affordable housing developments and other equity destinations
  - Increase electric car sharing options
  - Conduct electric car share pilot program at low income or high equity needs residential areas
  - Alternative and charging at gas stations

- Plant trees
  - Increase tree canopy
  - Street tree canopy

- Incentives for residential and commercial PV installations
  - Reduce fees
  - Install rooftop solar
  - Educate homeowners on PV systems
  - Recognize solar champions
  - Identify and reduce barriers to solar power
  - Incentives for those renting or leasing

- Funding for community solar projects
  - Medium-scale solar
  - Community-owned renewable energy
  - Distributed community solar
  - host community solar at public facilities

- Renewable natural gas
  - purchase RNG from NW Natural

- Develop microgrids with energy storage

- o District energy systems and storage
- o Low-carbon district heating and cooling systems
- o Energy demand response programs

- Green agency operations
  - o Renewable energy via onsite installation or offsite procurement
  - o Reduce equipment emissions
  - o Reduce toxic materials

- Vision or goal statements
  - o Reduce carbon in operations
  - o Reduce SOV travel
  - o Secure funding
  - o Accelerate transition to ZEVs
  - o Clean energy financing
  - o Etc.

- Implement energy efficiency requirements for new construction
  - o Electric appliances in lieu of natural gas
  - o Replace natural gas furnaces and water heaters during permitted renovations
  - o Update building codes to require energy efficiency standards

- Plan and zone for compact communities
  - o Increase density of new dwellings
  - o Move to smaller space
  - o Smaller homes
  - o Strategies for affordable housing for local workforce

- Implement and incentivize sustainable deconstruction
  - o Sort deconstruction and demolition materials for reuse and recycling
  - o Update building codes to increase use of reused and deconstructed materials
  - o Technical assistance to contractors

- Sustainable procurement for public agencies
  - o Low-carbon concrete
  - o Use mulch and compost in landscaping
  - o Require vendor sustainable practices evaluation criteria
  - o Develop model sustainable procurement policies for businesses and agencies
  - o Include emissions reduction strategies in contracts
  - o Clean Air Construction
  - o Require cleaner onsite construction diesel equipment and fuel

- Develop and implement regulations to require green construction practices
  - o Reduce embodied carbon in the built environment
  - o Implement policies and programs that lead to construction of buildings that require fewer resources
  - o Update building codes
  - o Remove barriers to adopting lower-impact materials

- Invest in community reuse programs
  - o Invest in community-led opportunities to rent, share, fix and reuse goods
  - o Increase access to rental, sharing and repair programs
  - o Expand the collection of reusable items at public and private transfer stations

- Expand the availability and effectiveness of recycling programs

- o Increase recovery of recyclable materials
- o Increase recycling options at multifamily housing
- o Implement regional standards for collection container colors, signage and information establish standards for new multifamily construction for garbage, food waste and recycling container availability
- o Improve performance of materials recovery facilities
- o Work directly with commercial garbage loads with high level of recyclable materials
- o Audit community waste output

- Implement practices to reduce agency waste
  - o Go paperless
  - o Purchase solar self-compacting garbage cans for city facilities

- Implement upstream requirements for business and manufacturers
  - o Producer responsibility
  - o Incentives for sustainable manufacturing practices

- Water and wastewater system improvements
  - o Identify and fix leaks in water delivery system
  - o Upgrade water storage pumps for energy efficiency
  - o Zero out wastewater emissions

- Increase energy efficiency at agency-owned facilities
  - o Equipment upgrades
  - o Utility performance tracking
  - o Smart controls
  - o LED lighting upgrades
  - o Building envelope upgrades
  - o Water conservation

- Conduct education and outreach to support waste reduction
  - o Food waste
  - o Carbon-intensive materials
  - o Water conservation
  - o Climate impacts of food consumption