Portland-Vancouver Metro Area Climate Pollution Reduction Grant (CPRG)

Climate Partners' Forum kickoff meeting
October 23, 2023

Agenda

Introductions (15 min)

- Metro's role in pursuing regional funding (Tom Kloster, Metro Regional Planning Manager)
- Introduction to the project team (Metro staff and consultants)
- Climate Partners' Forum members introduce themselves via chat

Presentation: CPRG overview and process (Eliot Rose, Metro CPRG Project Manager, 40 min.)

Discussion (all, 30 min.)

- What questions or feedback do you have about the CPRG grant and the proposed approach?
- What hopes and concerns do you have about how the Preliminary Climate Action Plan will unfold?

Adjourn and next steps (Eliot Rose, 5 min.)

Materials

- EPA Climate Pollution Reduction Grants homepage
- CPRG Planning Grants Program Guidance
- CPRG Implementation Grants – General Competition Notice of Funding Opportunity (NOFO)
- Upcoming CPRG meetings and trainings offered by EPA consultants
- Archive of CPRG Training, Tools and Technical Assistance materials

To be added following the meeting:

- Presentation slides
- Preliminary review of potential greenhouse gas reduction strategies
- Link to survey re: partner agency implementation priorities
- Discussion notes

EPA Climate Pollution Reduction Grant (CPRG)

Climate Partners' Forum

October 23, 2023

Climate Pollution Reduction Grant overview

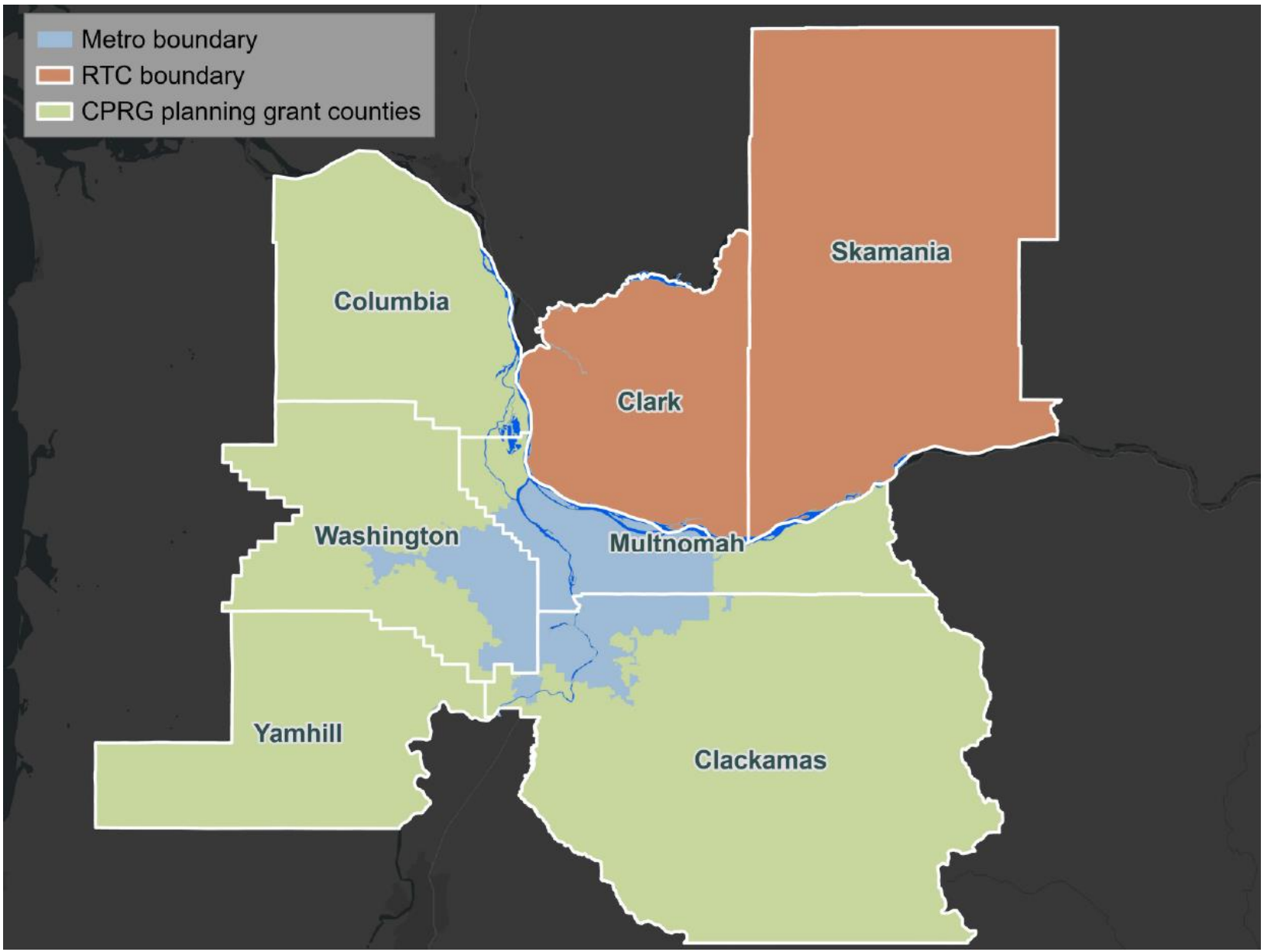
What are the CPRG planning grants?

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

How did we get here?

EPA announced the CPRG grants in March. After hearing from partner agencies, Metro volunteered to lead a CPRG grant on behalf of the region because:

- Metro is responsible for tracking and reducing transportation-related GHG emissions.
- Metro has processes for developing transportation and land use projects (in collaboration with RTC).
- Most of the agencies in the MSA that have adopted climate actions plans are within the Metro region.
- Metro administers regional natural areas and solid waste collection, which provide add'l GHG reduction opportunities.
- Lining up partner agency projects for state and federal funding is one of Metro's core functions.

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.
- Multiple people from a given agency are welcome to listen in at forum meetings.
- We ask that agencies designate a single "speaker" to provide feedback during meetings, respond to surveys, and provide feedback on written deliverables.

Two rounds of planning

Preliminary CAP (now-Mar ‘24)

- Focus on emissions and actions where public agencies are poised to achieve significant GHG reductions

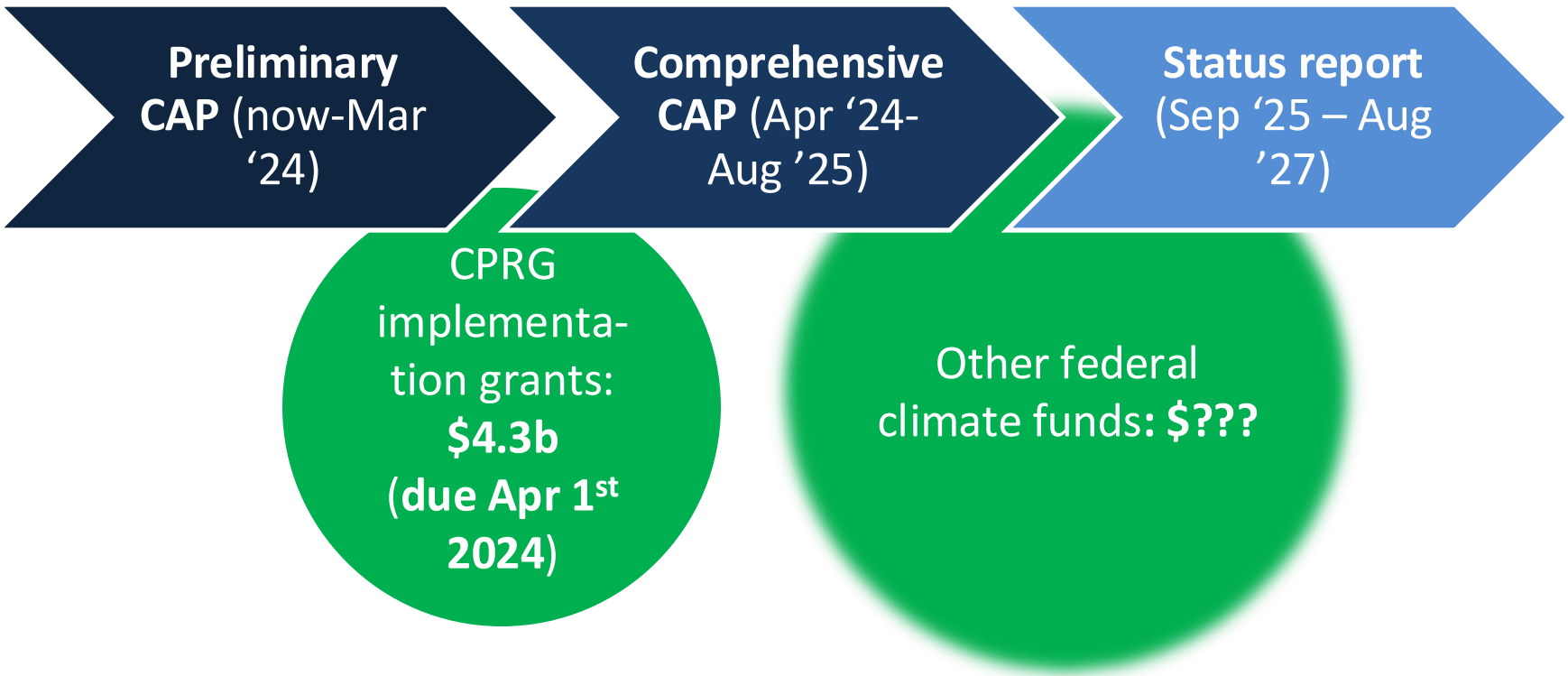
Comprehensive CAP (Apr ‘24-Aug ’25)

- Cover all relevant GHG emissions and actions

Status report (Sep ‘25 – Aug ’27)

- Provide updates on GHG emissions and PCAP/CCAP implementation actions

Two rounds of implementation funding



CPRG implementation grants: the basics

- Total funding available: $4.3b
- Individual grant amount: $2m-500m
- Number of awards expected: 30-115
- EPA expects 50-70% of grants to be <$10m
- Match required: none
- Grant period: 5 years
- Eligible applicants: states, municipalities, and tribes
- *Projects must be included in a PCAP to be eligible for CPRG implementation grants*.

What actions belong in the PCAP?

The PCAP will be an *action-driven* plan that reviews potential projects and highlights those that best align with EPA's implementation funding criteria. It will focus on projects that:

- Are documented in existing plans
- Can reduce GHG emissions within 5 years
- Are detailed enough for us to understand potential GHG reductions, costs, and work plans
- Can be led by public agencies
- Have a clear lead applicant with the capacity to develop an application

Projects must be in a PCAP to be eligible for CPRG implementation grants.

There's lots of variety among "actions"

Discrete actions make it easy to develop and cost out a work plan

Goals make it easy to demonstrate GHG reductions and co-benefits

There's lots of variety among "actions"

Discrete actions make it easy to develop and cost out a work plan

Goals make it easy to demonstrate GHG reductions and co-benefits

What is EPA looking for?

The notice of funding opportunity (NOFO) mentions the following evaluation criteria:

- Significantly reduce GHG emissions in a cost-effective manner (60 points)
- Have a clear, well-thought-out work plan (45)
- Have reasonable, well-documented budgets (45)
- Benefit people living in federally-designated Low Income and Disadvantaged communities (35)
- Have a sound plan to track implementation and performance (30)
- Are led by agencies with a track record of successfully managing EPA grants (30)
- Provide quality jobs (5)

Coordination is critical

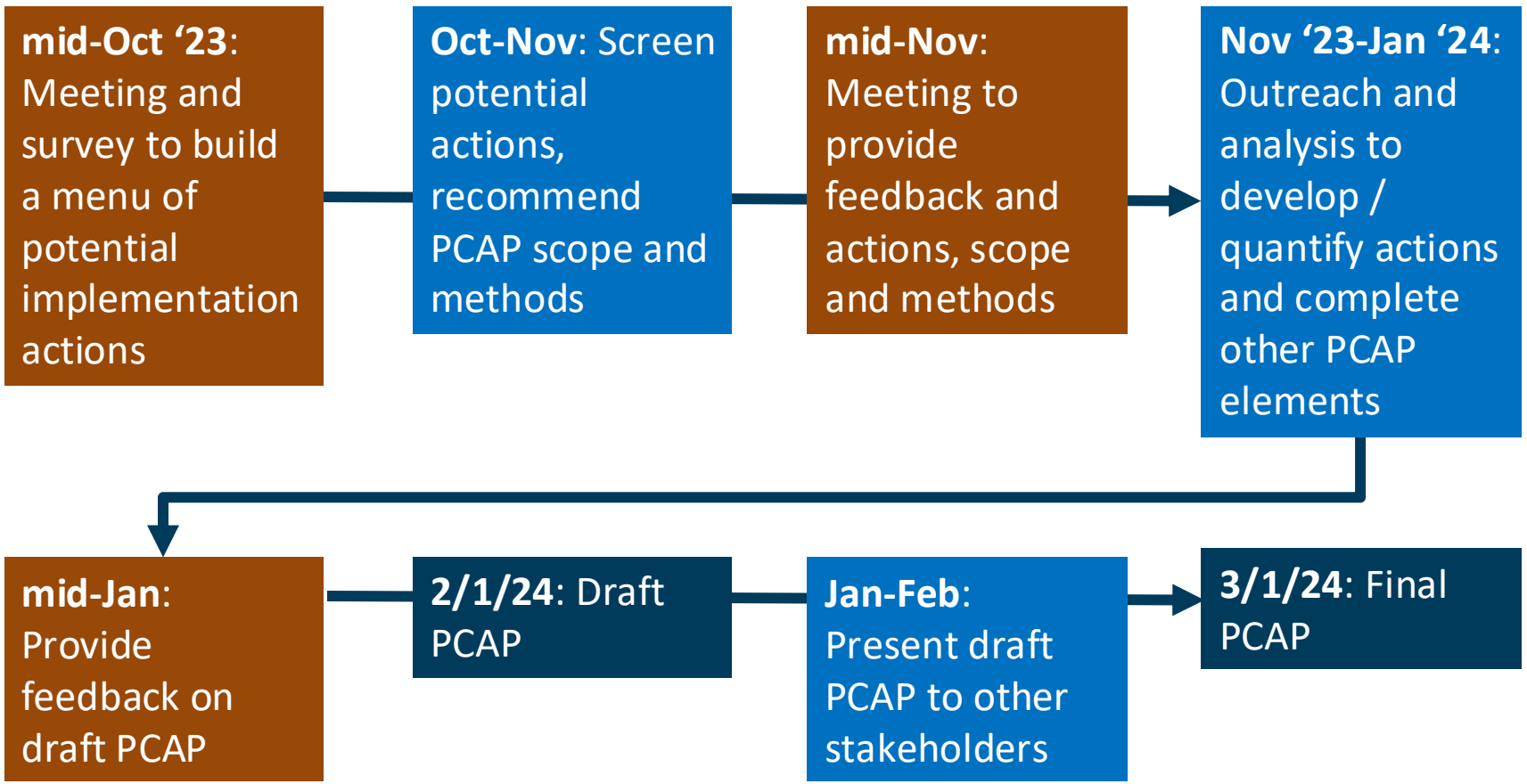
In addition to the Portland-Vancouver region, Oregon, Washington, and the Affiliated Tribes of Northwest Indians, have received planning grants. Any projects identified in these PCAPs are also eligible for implementation grants.

PCAP process

CPRG work to date

- March 2023: CPRG planning grant NOFO drops
- March-April 2023: Listening sessions with agency partners, formation of climate partners' forum
- April 2023: Metro submits Notice of Intent to Proceed to EPA
- May-July 2023: Metro develops work plan and budget with feedback from climate partners' forum
- September 2023: Grant agreement in place, consultant RFP released
- October 2023: Consultant selection, project kickoff

PCAP process and timeline



Climate partners' forum | *Metro / consultant work* | *Key deliverable*

Step 1: building the menu

We have already reviewed CAPs and begun to assemble a list of actions meet the basic eligibility criteria for CPRG implementation grants:

- Are documented in existing plans
- Can reduce GHG emissions within 5 years
- Are detailed enough for us to understand potential GHG reductions, costs, and work plans
- Have a lead agency applicant with the capacity to develop an application

We will be sending out a survey after this call to make sure we understand agency partners' priorities and capacity to lead applications.

Step 2: screening potential actions

We will qualitatively screen actions with respect to key elements of the PCAP and implementation grant evaluation criteria, potentially including:

- Completeness of GHG analysis
- Potential for significant GHG reductions
- Level of detail in work plan / budget estimates
- Lead agency authority to implement
- Potential to benefit people living in LIDACs
- Potential to scale up across the region

We will recommend a scope for the PCAP that focuses on the sectors and actions where the region is best poised to compete for implementation grants.

Step 3: drafting the PCAP

Completing the PCAP will include:

- Inventorying relevant GHG emissions
- Updating GHG reduction estimates for actions
- Completing other required elements of the PCAP (co-benefits analysis, equity analysis, review of authority to implement)
- Conversations with public agencies and other partners (e.g., utilities, community-based organizations) to vet and develop actions

The consultant team will recommend an approach to these tasks in mid-November when they share the screening results.

What about the CCAP?

The PCAP is constrained by the urgent timeline and tight alignment with implementation grants. The CCAP is a chance to identify a broader set of GHG reduction strategies.

	PCAP	CCAP
Scope	Limited to sectors where the region is best poised to reduce emissions	Based on a comprehensive regional GHG inventory
Relevant implementation funds	EPA CPRG implementation grants	Other state and federal GHG reduction funds (e.g., BIL, IRA)
Time to complete the plan	5 months	~15 months
Approach to developing the plan	Action-driven	Data-driven

Building the menu of PCAP actions

We need your input!

Shortly after this meeting, we will be circulating a survey to partner agencies asking for:

- Links to relevant plans and analyses
- Input on high-priority actions
- Information on capacity to apply for CPRG implementation grants

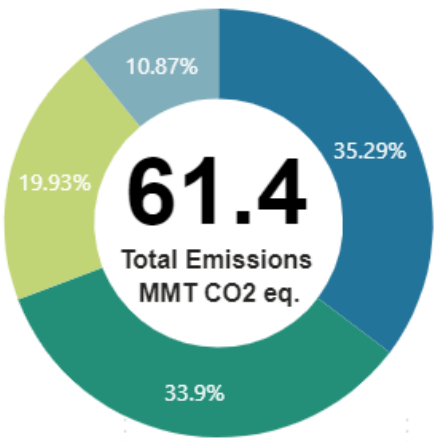
Where do we see significant GHG reduction opportunities?

Oregon Sector Based Greenhouse Gas Emissions

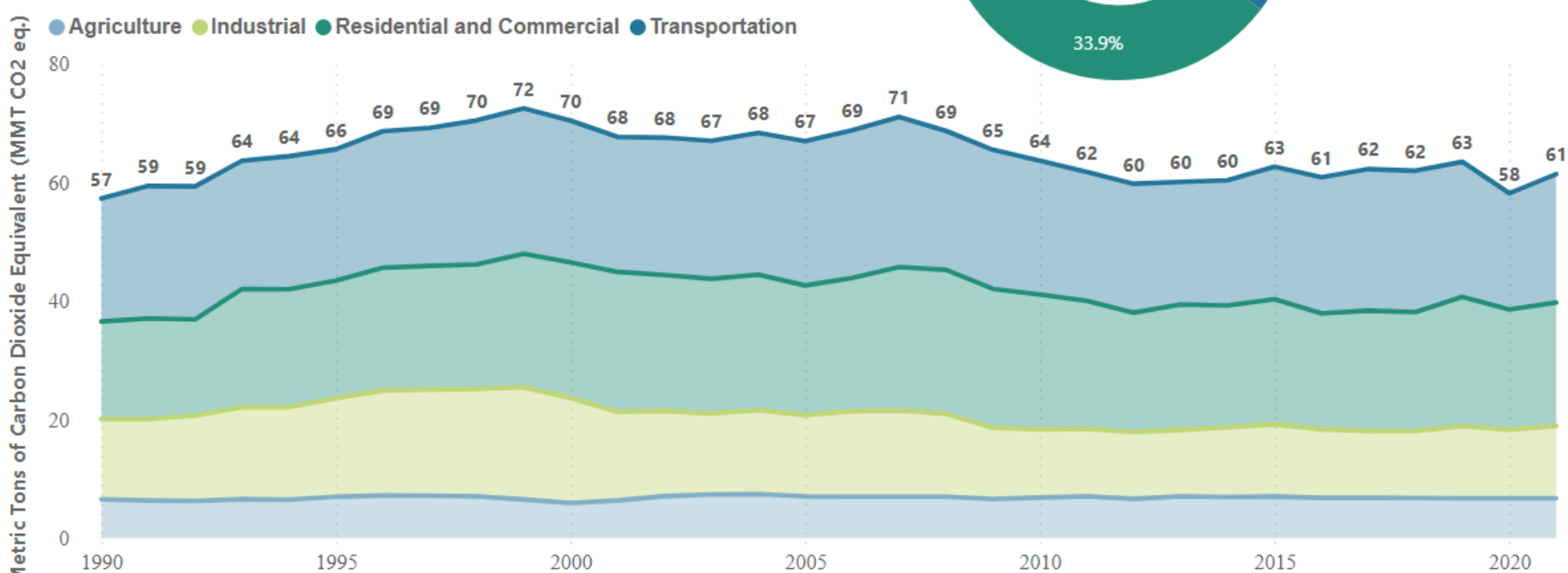
Filter the data to see different data years and sector totals.

Sector: All

Year(s): 2021

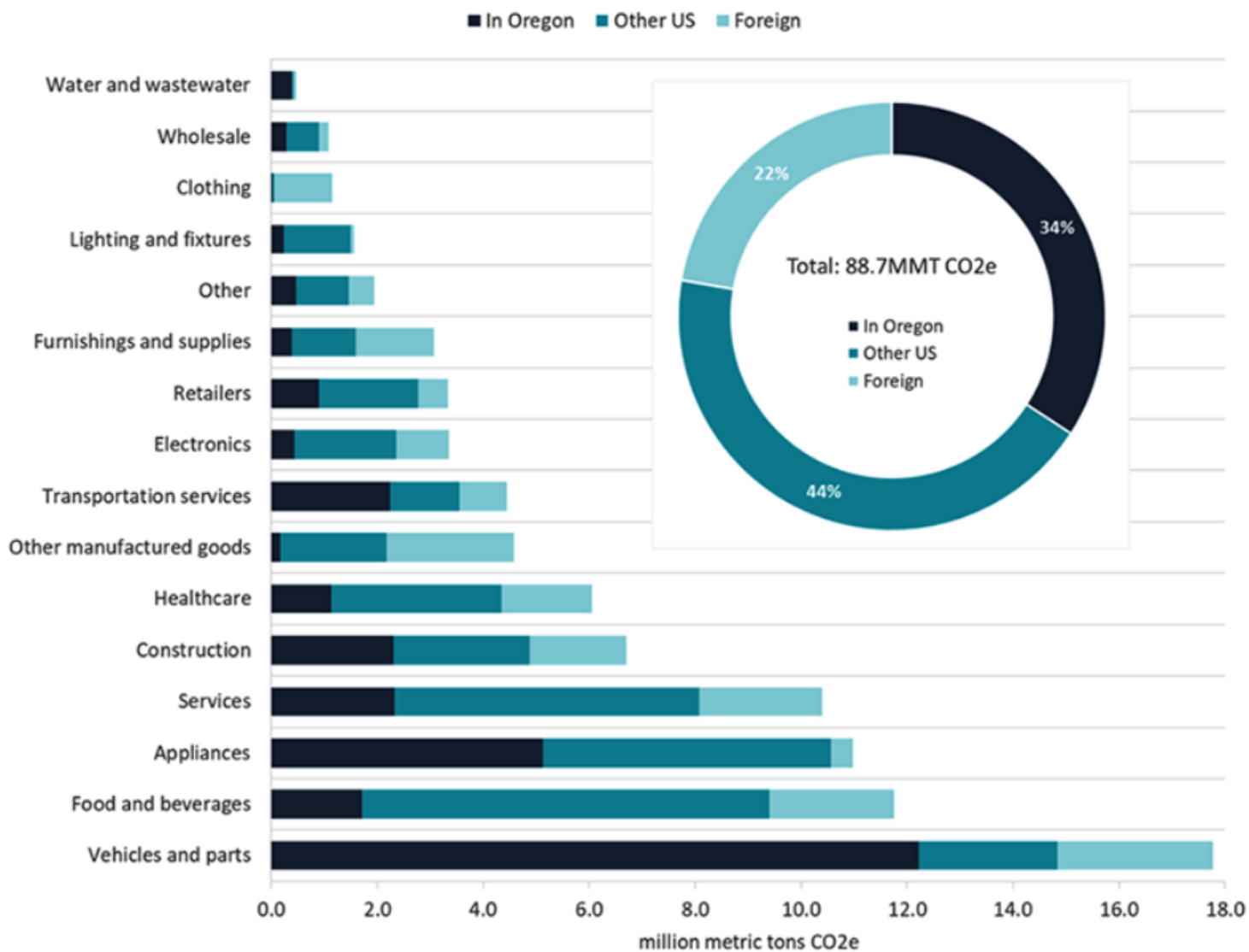


Greenhouse Gas Inventory 1990-2021



Source: OR DEQ sector-based Inventory, 2021

Where do we see significant GHG reduction opportunities?



Source: OR DEQ consumption-based Inventory, 2015

What actions does the region have the authority to implement?

Sector	State	Region
Transportation	• ZEV requirements • Rebates for personal EV purchases • Throughway pricing	• VMT reduction • Electrifying transit • Promoting shared EVs and e-bikes/e-scooters • Zoning and parking codes
Buildings	• Energy-efficient building codes	• Retrofits to existing buildings
Energy	• Regulating energy mix used by utilities	• Generating renewable energy on public lands • Purchasing renewable energy credits
Materials emissions		• Encouraging / incentivizing participation in recycling and food waste programs • Deconstruction policies

Summary of actions in existing CAPs

The attached handout summarizes common actions from the CAPs we have reviewed to date:

- Potential projects by category
- Opportunities and challenges with respect to CPRG criteria and requirements

This is a draft meant to help guide your thinking as you give us feedback.

Discussion questions

- What questions or feedback do you have about the CPRG grant and the proposed approach?
- What hopes and concerns do you have about how the Preliminary Climate Action Plan will unfold?

eliot.rose@oregonmetro.gov
oregonmetro.gov

Intros:

- Aaron Lande, policy program manager, City of Vancouver, climate senior advisor – leading Vancouver response and gov't relations
- Adam Fiss, RTC (he/him), SWRTC, supporting agency partners and coordinating w/ state of WA.
- Amanda Watson, LO sustainability program manager, lead CAP implementation.
- Andria Jacob, Climate Planning and Program Manager, Portland BPS.
- Betsy Emergy, Metro Fed Affairs Advisor
- Bruce Barbarasch, THPRD, nat'l resource and sustainability manager.
- Bryan DeDoncker, Clark County Public Health, supporting engagement w/ SW WA
- Carolina Martins, WashCo sustainability specialist.
- Dana Visse, Senior Climate Analyst at Metro, focused on internal ops.
- Elise Guinee Cooper, climate analyst @ Portland Water Bureau
- Eric Hesse, PBOT, repping at TPAC and leading climate stuff @ PBOT.
- Dina Geiszler, Washington Dept. of Commerce CPRG manager.
- Karen Buehrig, Clackamas County Planning manager
- Jaime Aanensen, Director of Public Health @ Columbia County.
- Kate Carone, senior water resources planning, PWB
- Kevita Heyn, PWB
- Kenny Asher, Community Dev. Director, Tigard. Lead for City's climate work.
- Lakeeyscia Griffin, Metro comms
- Luis Sandoval, Metro solid waste GHG specialist.
- Melissa Martin, listening on behalf of Clark County.
- Natalie Rogers, City of Milwaukie, climate, natural areas and stormwater.
- Nishant Parulakar, BES environmental resilience program.
- Noel Mickelberry, Metro SRTS coordinator
- Rebecca Small, City of Vancouver, supporting Aaron.
- Robin Straughan, City of Hillsboro sustainability and resiliency manager.
- Robyn Faraone, PPS director of strategic partnerships.
- Sarah Vorpahl, WA Dept of Commerce
- Shannon Martin, Gresham solid waste and sustainability manager.
- Susan Peithman, ODOT Climate office policy lead.
- Tan, Columbia County public health.
- Tim Lynch, MultCo senior policy analyst in office of sustainability.
- Vivian Satterfield, Portland BPS CSO. Work w/ climate and solid waste teams.
- Whitney Dorer, OR DEQ - CPRG PM
- Zach Baker, OR DOE climate policy analyst.

Q+A

- Karen Buehrig: 3 forum meetings – is there a particular group that adopts or vblesses this plan?
    - TBD – we don't really know – but we welcome ideas.
- Carolina: short timeline to build PCAP – between now and draft PCAP, looking at published Climate Action Plans.

    - Provide all documentation not just CAPs
    - Respond honestly to survey
    - Thinking about regional scalability – and capacity to do that.
- Tara: what does process look like?
    - Josh: how broad / how cooked
    - Scale and readiness – e.g., retrofits already do stuff. Such a multi-win strategy and there's so much data.
    - Scale: put a graph from Lane County in the chat – scale drops off quickly.
    - Co-benefits, affordability, readiness.
- Kenny: readiness and scale. Everything seems to be geared toward organizations that are already at scale. Creating an entity or a way to allow for applications to be made at the regional level. Please do.
- Natalie: what can't you fund? There are key actions that stand out that are still to this day untouched that we can't do without a pot of money. Alt transpo improvements – but not public transportation. Play to Metro's strengths – compiling information. Regional consistency of metrics. Leaning in on adaptation and resiliency side.
- Eric: one area that we've struggled with at times is overlap with other funding programs.
- Tim: values of Justice40 – consider it malpractice if we're not bringing in frontline partners to ID the projects that have the most impact.
- Andria: so do bureaus apply individually or do cities apply?
- Kat Davis: Metrics need to be common for us to coordinate. Summary of what different agencies are doing.

Initial review of potential GHG reduction actions

In Spring 2023, during initial conversations with regional partner agencies about the EPA Climate Pollution Reduction Grant (CPRG), several agencies – including the cities of Milwaukie, Portland, Beaverton, Lake Oswego, Tigard, and Gresham; the counties of Multnomah, Clackamas, and Washington; and TriMet provided links to their existing climate action plans for Metro to review. Metro staff identified common categories of actions across these plans and potential actions within each category that appear to be aligned with the criteria outlined in EPA's notice of funding opportunity (NOFO) for the CPRG implementation grants. Metro staff also identified some of the opportunities and challenges that projects in different categories may face when applying for CPRG implementation grants based on an initial review of the NOFO.

Table 1 summarizes this initial review. It is intended to help guide agency partners as they work with Metro to create the menu of GHG reduction actions that will be considered during the first phase of the CPRG grant by providing examples of what type of actions Metro is seeking and how these actions may be evaluated as Metro continues to develop the Preliminary Climate Action Plan. It is not an exhaustive list or evaluation of potential GHG reduction strategies.

Table 1: Initial assessment of common strategies documented in initial review of CAPs with respect to CPRG implementation grant criteria

Category	Potential actions	Opportunities	Challenges
Transportation electrification	• EV charger installations on public property • EV-ready development requirements • Outreach / incentives to provide chargers at workplaces and other destinations • Bus electrification • EV / e-bike / e-scooter share	• Many actions in this category produce near-term GHG reductions • The region has a unique role in electrifying shared / active transportation • Alignment with state funding for EVs and chargers • Potential utility partnerships	• Lack of clarity about what agency actions are most beneficial given shared public / private responsibility
Reducing vehicle miles traveled	• Completing sidewalks and bike facilities • Parking pricing and management • Improving transit service to key destinations* • Implementing pricing*	• There are many existing plans that identify specific investments • Strong equity co-benefits • Alignment with OR state climate framework	• May be challenging to demonstrate near-term GHG reductions • Politics and large funding gaps may make it hard to identify/prioritize regional projects
Building and zoning codes	• EV-ready development requirements • Energy efficiency requirements for new construction to be energy-efficient • Climate-friendly zoning	• CFEC rules require that locals implement climate-friendly zoning	• OR law pre-empts local agencies from taking some of these actions • New regulations could hinder new development • May be challenging to demonstrate near-term GHG reductions
Reducing emissions in existing buildings	• Funding energy efficiency retrofits • Energy rating / benchmarking	• Potential to leverage existing funds (i.e., PCEF, Metro TOD program • Strong equity co-benefits • Potential utility partnerships • Many actions in this category produce short-term GHG reductions	• Retrofits are costly • Funding is available through other federal programs • GHG benefits of benchmarking may be hard to demonstrate

Category	Potential actions	Opportunities	Challenges
Reducing materials emissions	• Sustainable deconstruction requirements • Increasing participation in residential / commercial recycling and food scrap programs	• Builds on a strong foundation of regional coordination on waste management	• GHG quantification practices are evolving and not always easy to compare
Greening the energy supply	• Purchasing renewables / energy credits to offset community / agency emissions • Installing renewable energy generation on public land • Micro-grids • Purchasing clean energy / fleet vehicles for agency use	• Many actions in this category produce short-term GHG reductions • Potential for utility partnerships	• Actions in this category tend to be costly • The State has authority to take more action by regulating utilities
Carbon sequestration	• Increasing natural space to sequester more carbon • Better managing existing natural areas for carbon sequestration		• GHG quantification practices are evolving and not always easy to compare • May be challenging to demonstrate near-term GHG reductions