
Wednesday, January 17, 2024
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/82645929972?pwd=ZDgyOWRlOUl4RzYvRUVUZHpOMjRZQT09>

Telephone option: 1 (408) 638-0968

Agenda

- 7:30 a.m. Welcome & Introductions**
- 7:35 a.m. TPAC Update**
- *Presenting: Karen Buehrig, Planning Manager – ClackCo*
Jaimie Lorenzini, Policy Analyst, Happy Valley
- 8:00 a.m. EPA Climate Pollution Reduction Grant (CPRG)**
- *Presenting: Eliot Rose, Metro Transportation Planner*
- 8:40 a.m. MPAC Update**
- *Reporting: MPAC Members*
- 8:50 a.m. Legislative Updates**
- *Presenting: Bryan Hockaday, ClackCo*

Attachments:

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2024 JPACT Work Program

As of 12/26/2023

Items in italics are tentative

<p><u>January 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-5380 For the Purpose of Adding or Amending Eight Projects to the MTIP to Meet Federal Delivery Requirements (consent) • JPACT DC Trip Update (JPACT Chair Update) • Climate Pollution Reduction Grant: Preliminary Climate Action Plan (Eliot Rose, Metro; 30 min) • Regional Freight Delay and Commodities Movement Study Update (Tim Collins, Metro; 30 min) • Regional Transportation Priorities and Funding (Anneliese Koehler, Metro; 30 min) 	<p><u>February 15, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Westside Multimodal Improvements Study (Kate Hawkins, Metro; 30 min) • RTP Next Steps: Chapter 8 Implementation Work Plan and RMPP MTIP Process (Catherine Ciarlo, Metro, Ted Leybold, Metro; 40 min) • Regional Flexible Fund & Metropolitan Transportation Improvement Program (MTIP) Program Direction(s) (Grace Cho, Metro, Ted Leybold, Metro; 30 min)
<p><u>March 21, 2024 (online)</u></p> <ul style="list-style-type: none"> • JPACT DC Trip Update (JPACT Chair Update) • Regional Transportation Priorities and Funding (Anneliese Koehler, Metro; 30 min) • Emergency Transportation Routes, Phase 2 (John Mermin, Metro; 30 min) • Regional Flexible Fund – Program Outcomes Overview & Retrospective (Grace Cho, Metro, Ted Leybold, Metro; 40 min) • 2027-30 MTIP Revenue Forecast (Comments from JPACT Chair) 	<p><u>April 18, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) (John Mermin, Metro; 20 min) • TV Highway Transit Project Update (Jess Zdeb, Metro; 20 min) • SW Corridor Update (Kelly Betteridge, Metro, Jess Zdeb, Metro; 30 min) • Regional Transportation Priorities and Funding (Catherine Ciarlo, Metro, Andy Shaw, Metro; 30 min)
<p><u>May 16, 2024 (online)</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) (John Mermin, Metro; 20 min) (action) • Regional Flexible Fund & Metropolitan Transportation Improvement Program (MTIP) Program Direction(s) – Adoption (Grace Cho, Metro, Ted Leybold, Metro; 20 min) (action) • Regional Transportation Priorities and Funding (Catherine Ciarlo, Metro, Andy Shaw, Metro; 30 min) 	<p><u>June 20, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (Chair Update) • 82nd Avenue Update
<p><u>July 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min) • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min) • TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min) (action) 	<p><u>August 15, 2024 - CANCELLED</u></p>

<ul style="list-style-type: none"> • Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 30 min) • Regional Transportation Priorities and Funding 	
<p><u>September 19, 2024</u></p> <ul style="list-style-type: none"> • RTAC Toll Revenue/PTS & Nexus Projects (Alex Oreschak, Metro, Ally Holmqvist, Metro; 30 min) • Boone Bridge Update (Ally Holmqvist, Metro; 30 min) • Regional Transportation Priorities and Funding 	<p><u>October 17, 2024</u></p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding
<p><u>November 21, 2024</u></p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) 	<p><u>December 19, 2024</u></p> <ul style="list-style-type: none"> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min)

Bike Rack:

- TriMet Safety and Security Presentation
- I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS
- Better Bus Program update

Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: January 5, 2024 TPAC Highlights
Date: January 9, 2024

Overview

Following is a brief summary of the July TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- From late November through December, 2023, there were an estimated 16 traffic fatalities in the tri-county area, including two from within Clackamas County.
- TPAC approved its monthly MTIP amendment, which included a substantial change to West Linn’s OR 43 project. The amendment revises the West Linn project scope to primarily be located at the Marylhurst Dr intersection and will be limited to intersection safety improvements plus upgrades to the traffic signal.

Forward Together 2.0

Background

Previously, TriMet initiated *Forward Together 1.0*, a financially constrained vision for restoring service that was cut during the pandemic, and increasing service by about 10% using funds provided by the State Transportation Investment Fund. The *Forward Together 1.0* vision was completed in December 2022, and TriMet began implementing the vision in 2023, with continued implementation anticipated for 2024-2027. Meanwhile, TriMet has begun developing *Forward Together 2.0*, a financially-unconstrained vision for TriMet service and analysis of how specific service improvements can help meet the transit mode share goals set forward in the 2023 Regional Transportation Plan.

Forward Together 2.0 will build on the work of [Forward Together 1.0](#). It will also, eventually, replace the TriMet [Service Enhancement Plans](#).

Over the last several months, TriMet has been meeting with service jurisdictions to better understand the community’s needs for new transit service. In the near future, TriMet will host design workshops with jurisdictional staff, and a draft future transit network concept will be reviewed this summer.

PURPOSE

Provide aspirational vision for TriMet service growth;
Respond to community desires and support TriMet’s Vision 2030;
Identify how to meet targets for ridership in the Regional Transportation Plan; and
Use as a tool to seek additional operating revenue.

ADDRESSED IN THIS PLAN

Improve the frequency of service on buses and MAX;
Expand the hours of service; and
Add new services where they don’t currently exist.

NOT ADDRESSED IN THIS PLAN

New capital projects;
Improve cleanliness, safety and security, customer experience;
Build denser land uses near transit with sidewalks; and
Make driving more expensive through taxes, fees, parking costs and tolls.

FOOD FOR THOUGHT

Tri-Met has struggled to implement Forward Together 1.0, not by virtue of funding capacity but due to labor shortage. As a result, some Forward Together dollars have been repurposed for other uses. **What is the process for re-allocating unused Forward Together 1.0 funds, and how does TriMet determine where repurposed dollars are deployed?**

How will this plan consider a continuum of transit service options, such as shuttles and last mile connections? How can the service continuum be used to support ridership in suburban or urban expansion communities? Metro will be starting their Last Mile Transit project soon which should have close coordination with the Forward Together 2.0 project

On the Horizon: EPA Climate Pollution Reduction Grant (CPRG)

Background

Recently, Metro received an EPA Climate Pollution Reduction Grant (“CPRG”). The CPRG grants are non-competitive, four-year planning grants that fund states and metropolitan areas to create plans and 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

With planning dollars, Metro will be completing two stages of planning. In the first stage of planning, Metro will develop a **preliminary climate action plan (PCAP)**. The PCAP represents our region’s highest impact, most ready to go GHG reductions. The PCAP is due by March 1 and is precursor to pursuing an **EPA implementation grant**, which is due April 1. Implementation grant funding may help advance a *subset* of actions in the PCAP.

At TPAC, there was interest in Metro leading an implementation application on behalf of the region and bundling projects, like active transportation or Better Bus improvements. Bundling could help advance a broader spectrum of projects that, while all critically needed, may be individually less cost effective or competitive for grant dollars.

Looking toward 2024-2025, Metro gets to make a **comprehensive climate action plan** that covers all relevant GHG emissions and actions. Other **federal climate funding streams may be conditioned** on projects in the comprehensive climate action plan, but which funding streams remains vague.

Geographic Nuance

The Metro’s CPRG planning area includes the seven county Portland-Vancouver Metropolitan statistical area (MSA) of Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill counties. That said, the State of Oregon, State of Washington, and the Affiliated Tribes of Northwest Indians have also received planning grants. Any projects identified in these Preliminary Climate Action Plans are also eligible for implementation grants.

Upcoming Agenda Highlights

- **February 2 – Regular Meeting**
 - Westside Multimodal Improvements Study
 - 2027-2030 MTIP/RFFA Program Direction – Information and Input

- 2024-2027 MTIP – Annual Obligation Report and Project Delivery Performance, Outcomes, and Implementation
- Overview of Emergency Transportation Routes Phase 2 project
- **February 14 – Workshop**
 - ODOT Update on 2028-2030 Funding Allocations (Leverage, ARTS, etc.)
 - Regional Flexible Funds – Step 1 Programs – Overview
 - Project Delivery Workshop – Kick off and Introduction
- **March 1 – Regular Meeting**
 - 2027-2030 MTIP Revenue Forecast
 - Tentative: TriMet Budget Updates and Programming of Projects

For More Information, Contact Team TPAC

COUNTY REPS

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Metro

EPA Climate Pollution Reduction Grant (CPRG)

Clackamas County Coordinating Committee

January 17, 2024

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.*

About the Climate Partners' Forum

The Climate Partners' Forum is a group of self-nominated technical staff from agencies across the MSA who help to steer the CPRG planning grant. These forum members...

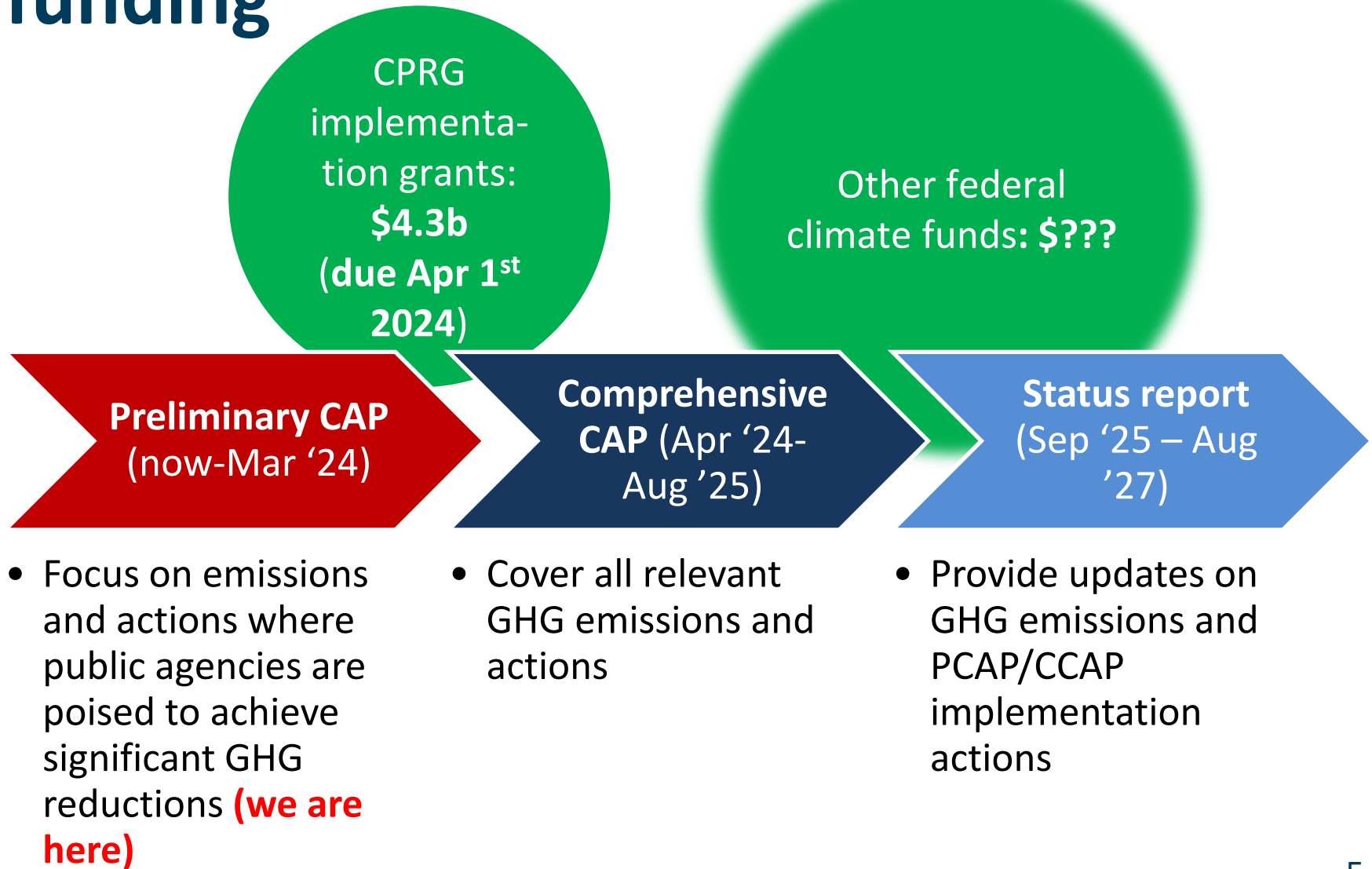
- review deliverables and provide feedback at key points
- are typically lead climate staff in their organization
- have expertise in different GHG emissions sectors and strategies (e.g., energy, buildings, transportation)
- may join or leave the Forum at any time, and may invite other staff within their agency to participate.

Climate Partners' Forum members

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
Metro
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

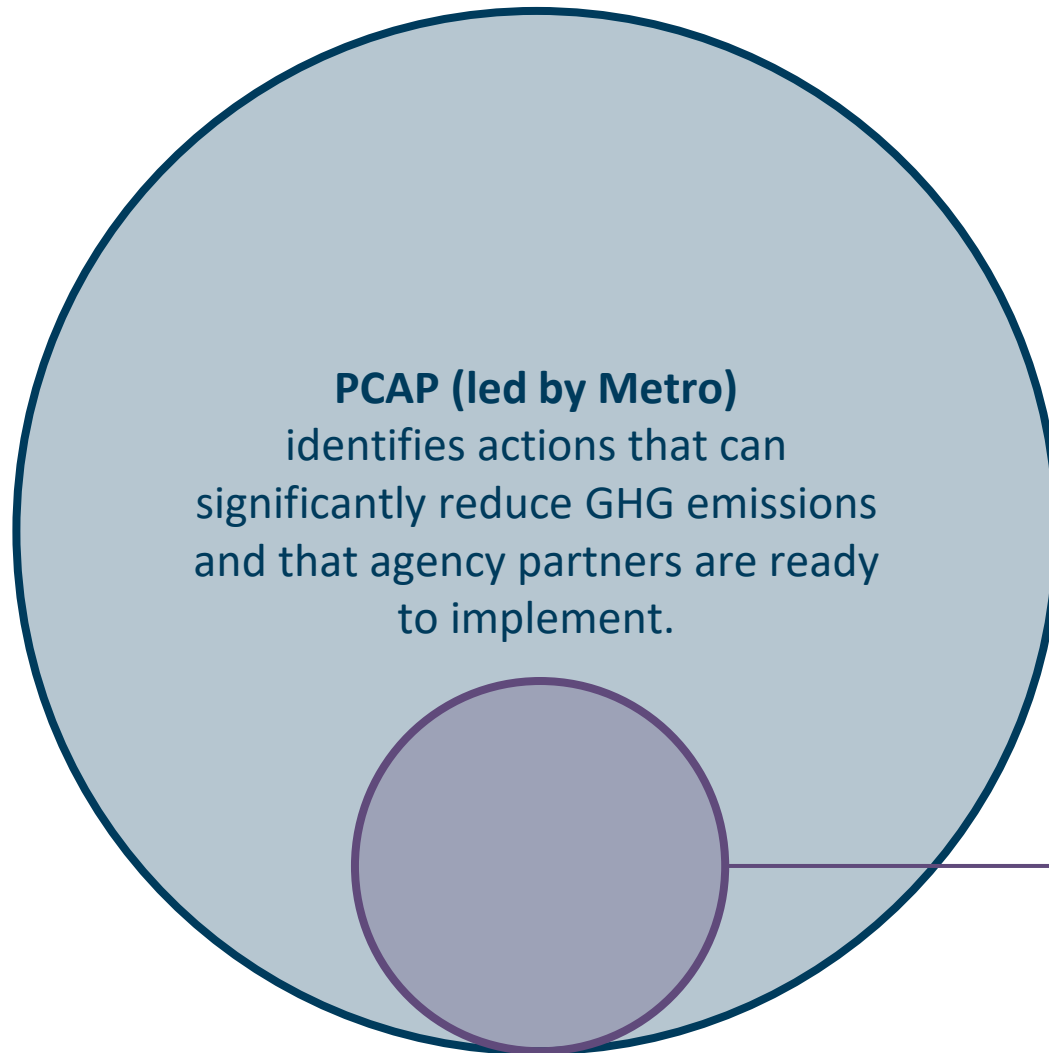
Two rounds of planning, two rounds of funding



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.*

The PCAP and CPRG implementation grants are related, but distinct



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.

Coordination is critical



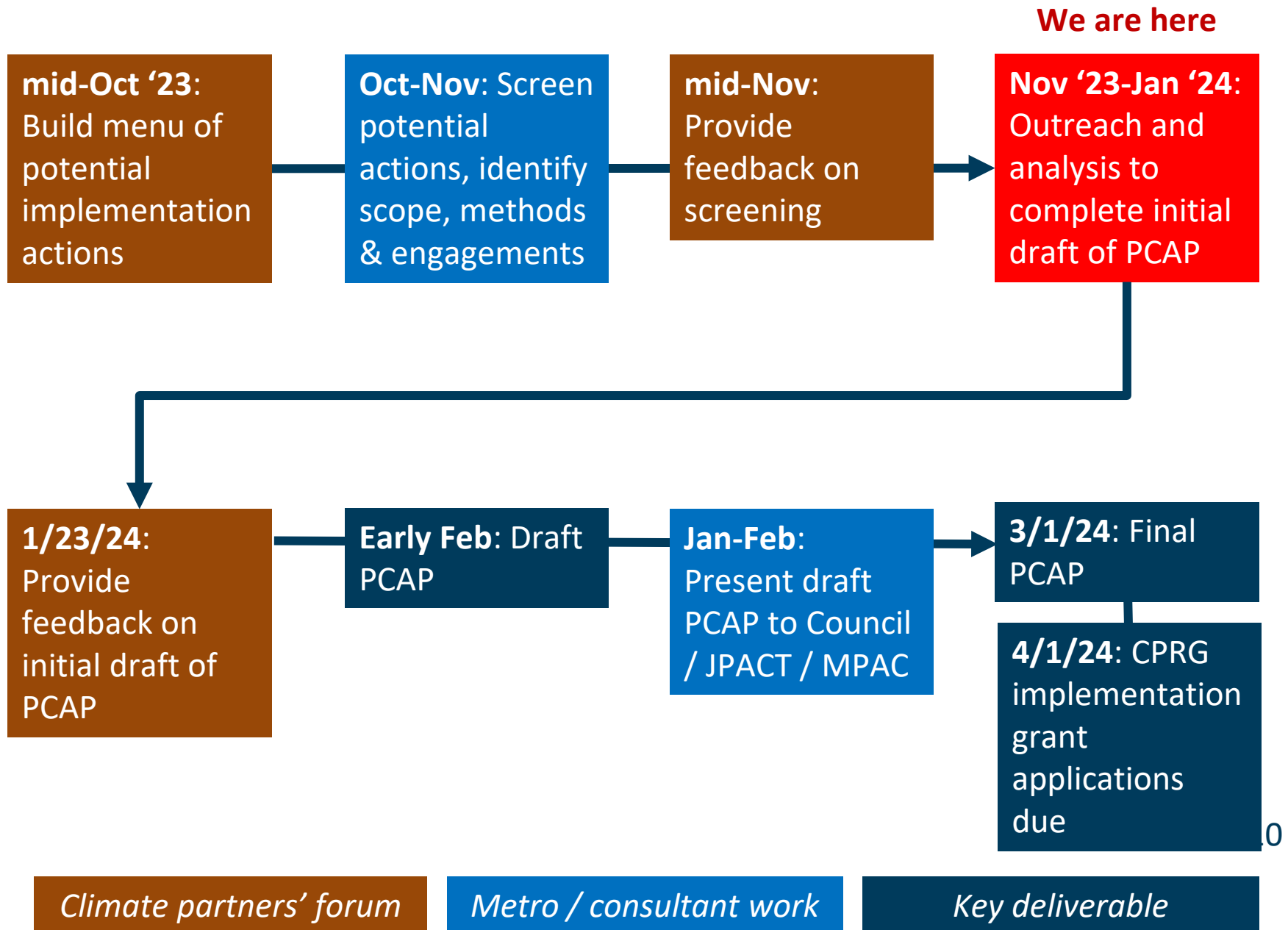
In addition to the Portland-Vancouver region, Oregon, Washington, and the Affiliated Tribes of Northwest Indians, have received planning grants. Any projects identified in these PCAPs are also eligible for implementation grants.

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 focused on reducing GHGs
- Can reduce GHG emissions within 5 years
- Are documented in existing plans
- 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

PCAP: 5-month timeline



What we've learned so far

- CPRG funding criteria prioritize projects that are shovel-ready, cost-effective at reducing GHGs, and scale up across the region.
- Local climate plans vary widely, which is a barrier to taking regional action.
- Our most significant GHG reduction opportunities are in transportation, residential energy efficiency, and waste management.
- There isn't enough CPRG implementation money to fund all these opportunities, and few agency partners have capacity to apply.
- Our region is taking a more aggressive approach to equity and climate justice than EPA requires.

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

Screening Results

Strategy	Screening Score
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	15
3b. Redesign streets and infrastructure to reduce delays for transit vehicles (e.g., on regional Enhanced Transit and Transit Priority corridors)	15
4a. Improve multimodal access to transit stations	15
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.	15
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	14
4c. Expand Regional Safe Routes to School programs	12
9a. Expand the availability of residential composting programs by expanding requirements to offer these programs in the Metro region	12

Screening Results

Strategy	Screening Score
5a. Expand the use of intelligent transportation systems	11
5b. Expand use of parking pricing (including implementation of Oregon CFEC requirements)	11
7a. Implement green tariffs to fund community-wide renewable electricity usage with options to opt-out and assistance for low-income residents.	11
9b. Expand anaerobic digestion capacity by investing in new facilities and/or better coordinating the use of existing facilities	11
2a. Support the electrification of school bus and transit fleet and the installation of fast charging equipment	10
5c. Implement regional congestion pricing	10
8a. Expand food recovery and distribution programs, particularly food waste reduction education programs for residential, commercial and food production sectors.	10

What's next?

Over the next month, the CPRG team will:

- Conduct outreach to key partners to ensure support and collect feedback on GHG reduction strategies
- Complete the PCAP analysis (including a metro area GHG inventory and estimates of GHG reductions and co-benefits for different PCAP strategies)
- Coordinate among implementation grant applications

Planned PCAP Engagement

Group	OR side engagement	WA side engagement
Regional technical transportation and land use committees	MTAC and TPAC	RTAC
State-level CPRG leads	DEQ and other state partners	WA Commerce and other state partners
Equity coalitions	Getting There Together	Fourth Plain Forward
Energy efficiency program implementers	Energy Trust of Oregon	TBD (we will ask WA commerce and RTC for recommendations)
Green Workforce	Worksystems	

Don't forget about the CCAP!

We're Here

Planning

**Regional Application
and work plan**
Mar–Dec 2023

**Priority Climate
Action Plan (PCAP)**
Now–Mar 2024

**Comprehensive Climate
Action Plan (CCAP)**
Apr 2023–Aug 2025

Implementation

- CPRG Implementation Grants: \$4.3B
- Due April 1st, 2024
- Other Federal Climate Funds: TBD

Discussion questions

- What questions do you have about the CPRG grant and Metro's approach to leading it?
- Do you have questions or feedback about the strategies that are recommended for the draft PCAP?
- Are there relevant efforts or stakeholders in your community that we should know about?

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