

Climate Work Summary / Future Planning

Transportation Policy Board | March 14, 2024

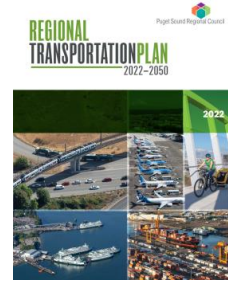
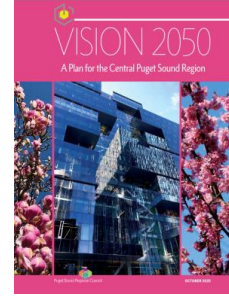


Puget Sound Regional Council

Today's Presentation

Climate Work To Date

- PSRC Analyses
- Climate Expert Review Panel
- Regional Greenhouse Gas Inventory
- Project-Level Estimation Tool



Current and Future Work

- Climate Pollution Reduction Grants Program
 - Regional Action Planning and Implementation
 - Other Regional Partnerships

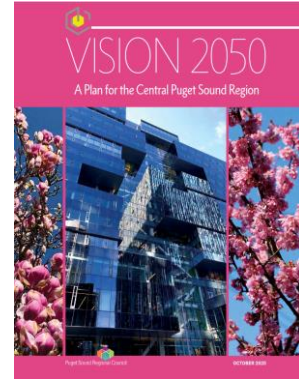


VISION 2050 and Climate

Climate Goal

The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.

- Commits to regular analysis and evaluations as part of the 4-year Regional Transportation Plan cycle
- Commits to development of a “climate wedge analysis” for full spectrum comparisons



Four-Part Greenhouse Gas Strategy

Land Use

- Land Use: VISION 2050 regional growth strategy

Choices

- Choices: expanded and integrated regional transit network, active transportation and other multimodal investments

User Fees

- User Fees: state facility tolls, transition to road usage charge in later years

Technology

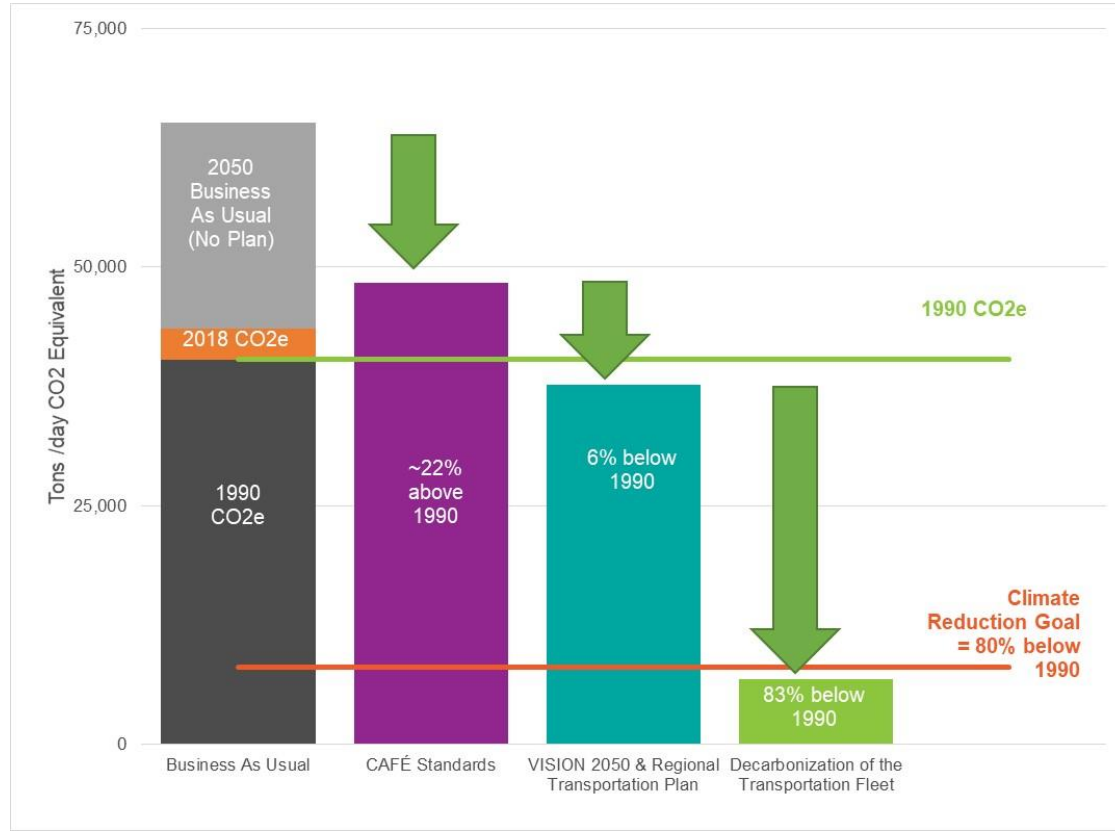
- Technology: Shift to zero emission vehicles, Clean Fuels Standard, etc.



Regional Transportation Plan Analyses

2022-2050
REGIONAL TRANSPORTATION PLAN

Steps to Meeting 2050 Regional Climate Goals



Reflecting:

- VISION 2050
- RTP investments
- Fuel economy improvements
- Transition to zero emission transportation system



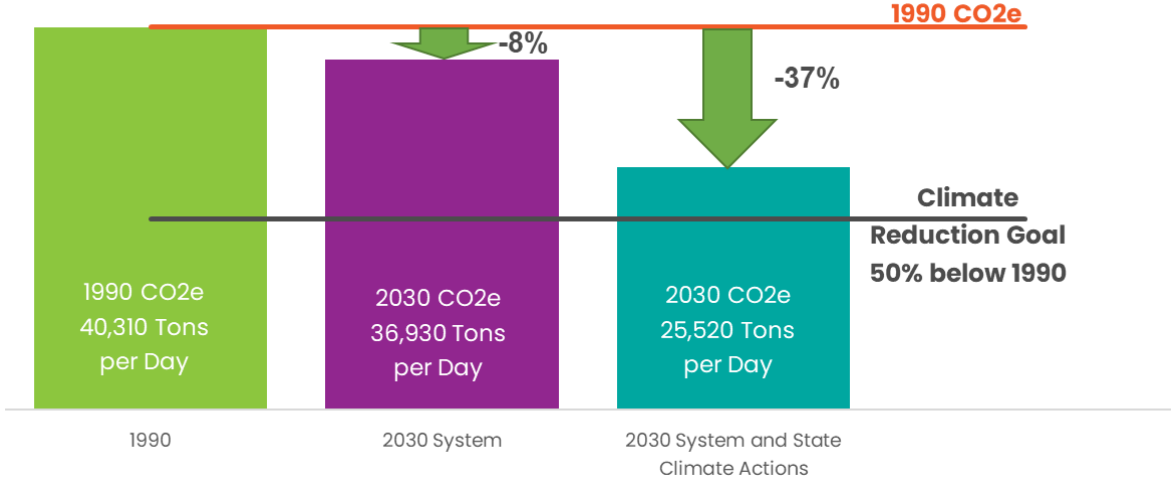
Regional Transportation Plan Analyses

- Current RTP includes an Action item to:
 - Develop a 2030 transportation network and inputs to conduct a 2030 analysis aligned with adopted Four-Part GHG Strategy;
and
 - Continue to work with partner agencies including PSCAA on implementation strategy for achieving climate goals and monitor progress.



Regional Transportation Plan Analyses

Completion of the 2030 RTP climate analysis



Analysis of on-road transportation sources only



Sensitivity Testing

Completion of various sensitivity tests

User Fees

- Different rates of a **Road Usage Charge**

Choices

- Increased transit access and frequencies, accelerated expansions
- Increased **work from home** levels
- Removal of roadway capacity projects

Technology

- Increase of new **Zero Emission Vehicles (ZEV)** sales

**Most impactful*



Climate Expert Review Panel

Convened in Fall 2023 to review modeling assumptions & results, suggest improvements / additional work

Representatives included:

- Federal Highway Administration
- Washington State Department of Ecology
- Puget Sound Clean Air Agency
- King County Metro
- Chicago Metropolitan Agency for Planning
- Metropolitan Washington Council of Governments
- Climate Solutions



Climate Expert Review Panel

Summary of Findings:

- PSRC assumptions and results are consistent with similar work conducted by partners, current state of practice
 - *Modeling parameters and inputs*
 - *Sensitivity testing and results – what moves the needle, and what doesn't*
 - *Policies affecting everyone's behavior are most impactful*
 - *There's nothing "missing"*
- All strategies are important, regardless of impact to climate
 - *Broader benefits such as quality of life, mobility, etc.*



Climate Expert Review Panel

Summary of Recommendations:

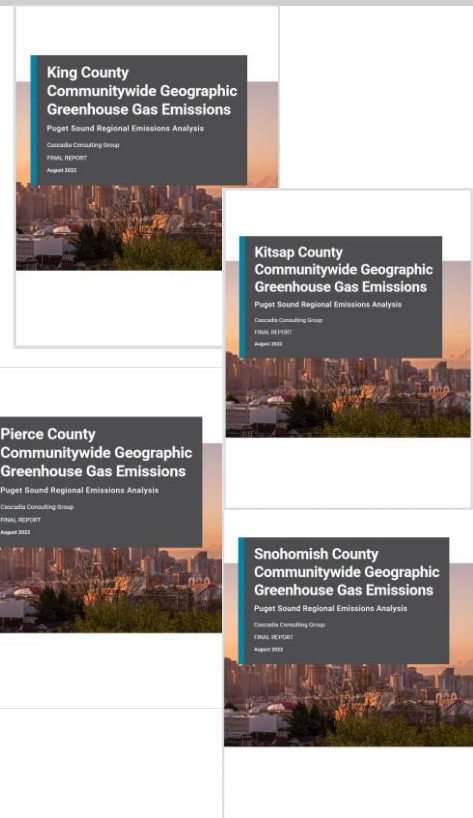
- Show what happens “without the plan”
- Address pandemic travel patterns and be clear how they are, or are not, reflected
- Additional hybrid sensitivity tests (combinations) could be informative
- PSRC can support state work by providing additional details on pricing analysis and options
- Additional big impacts by 2030 may be unlikely, but important to stay on course to achieve 2050 goals
 - *Actions that need to start now to achieve by 2040-2050*



Regional Greenhouse Gas Emissions Inventory

Puget Sound Regional Emissions Analysis Project

- Seven regional partner agencies
- Comprehensive update of regional greenhouse gas emissions
 - Consistent methodology and assumptions across all four counties
- “Wedge analyses” – identification of scenarios and pathways for reducing emissions across all sectors of the region into the future
- 2019 inventory completed December 2022



Project-Level Emissions Estimation Tool

- Technical project-level tool used in PSRC's project selection process
 - Developed by ICF International, recently updated to reflect state of the practice
 - *Including induced demand from major roadway projects*
 - Every project evaluated for potential emission reductions, based on specific parameters of each project – scope, scale, timing
 - All pollutants analyzed – greenhouse gases, fine particulates, etc.



Climate Pollution Reduction Grant Program

- The Climate Pollution Reduction Grant (CPRG) program is being implemented by EPA under the Inflation Reduction Act
- CPRG is comprised of two phases:
 - Phase 1 (Non-Competitive Planning Grants) to develop strong climate pollution reduction strategies (\$250M)
 - Funds provided to States and Regions (Metropolitan Statistical Areas)
 - Phase 2 (Competitive Implementation Grants) to put plans into action (\$4.6B)



Climate Pollution Reduction Grant Program

- The Puget Sound Clean Air Agency is serving as lead organization for the Seattle-Tacoma-Bellevue MSA
 - Covers the four-county region
 - In partnership with a consortium of agencies, including PSRC
 - Developing the required regional Climate Action Plans
 - Working closely with Department of Commerce and the Governor's Office to stay aligned with State efforts



Climate Pollution Reduction Grant Program

- **Priority Climate Action Plan** = narrative report that includes a focused list of near-term, high-priority and implementation-ready measures to reduce greenhouse gas emissions
- Required elements:
 - Greenhouse gas inventory
 - Priority greenhouse gas reduction measures
 - Low Income Disadvantaged Communities Benefits Analysis
- Submitted to EPA on March 1, 2024

(holding for web link)



Climate Pollution Reduction Grant Program

- **Comprehensive Climate Action Plan** = identifies significant sources of greenhouse emissions; establishes near-term and long-term greenhouse emission reduction goals; provides strategies and measures for the highest priority sectors
- Required elements:
 - Greenhouse gas inventory
 - Greenhouse gas emissions projections
 - Greenhouse gas reduction targets
 - Comprehensive Greenhouse gas reduction measures
 - Low Income Disadvantaged Communities Benefits Analysis
 - Workforce planning analysis



Climate Pollution Reduction Grant Program

- **Comprehensive Climate Action Plan**
 - Due to EPA by summer 2025
 - Will align with development of next RTP, to be adopted in May 2026
 - More information will be shared soon on plans for outreach and engagement, development of collaborative work program



Climate Pollution Reduction Grant Program

- **Implementation** grants
 - \$4.6 billion
 - Eligible activities must be included in the PCAP
 - Prioritizing reduction of greenhouse gas emissions and benefits to disadvantaged communities
 - Grant awards anticipated between ~\$2 million and \$500 million
 - Applications underway, due April 1, 2024



Climate Pollution Reduction Grant Program

State and regional coordinated approach for Tier 2 applications:

State

- **Application 1** – complete streets, marine terminal electrification, medium and heavy-duty vehicle replacement, organic management, rural and special needs transit, refrigeration management for low-income grocery stores
- **Application 2** – tribal and local decarbonization and energy projects



Climate Pollution Reduction Grant Program

Region

- **Application 1** – regional transit, port and airport electrification and electric vehicle charging
- **Application 2** – multi-family building electrification, community oriented small commercial and municipal building electrification and embodied carbon policy development

Anticipated EPA award decisions by late summer / early fall 2024



Other Regional Partnerships

Regional Electric Vehicle (REV) Collaboration

- Partnership project begun in 2019 with Puget Sound Clean Air Agency
- Goal = advancement of electric vehicles throughout the region, provide support to local jurisdictions for planning and implementation

<https://pugetsoundrev.org/>

Puget Sound Climate Preparedness Collaborative

- Partnership project begun in 2014, now grown to a multi-agency regional coordination and collaboration on climate preparedness and resilience

<https://pugetsoundclimate.org/>





Thank you

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Puget Sound Regional Council